

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
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NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
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# Hongkong Daily Press.

ESTABLISHED 1867

By Appointment to H.M.  
the King.

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is ALL beef—prime  
beef in a readily  
digestible form.

No. 15,943. 號三十四百九千五萬一第 日十初月四年元統宣 HONGKONG, FRIDAY, MAY 28TH, 1909. 五拜禮 號八十二月五年九零百九千一英港香 PRICE, \$3 PER MONTH.

## NEW PIANOS

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S. MOUTRIE &  
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[a40-2]

## KOWLOON HOTEL

THE ONLY FIRST CLASS

ESTABLISHMENT ACROSS  
THE WATER.

SURROUNDED BY DELIGHTFUL GARDENS,  
Excellent Cuisine.

O. E. OWEN,  
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[a692]

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PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$5.45 per bag ex Factory  
SHEWAN, TOMES & CO.,  
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Hongkong, 29th April, 1908. [a1647]

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DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.  
Situated in close proximity to the Harbour  
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BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.  
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1.45 p.m. to 2.15 p.m. Every 10 minutes.  
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8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.  
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Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

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10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.45 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
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NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to  
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SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1907. [a549]

## CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

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BRANDY ★★★★★	\$22.50
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BENEDICTINE, D.O.M.	QTS. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

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HONGKONG AGENTS.

[a51]

## LANE, CRAWFORD & CO.

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A LARGE SELECTION OF

### WATERPROOF COATS

(RUBBER)

\$24.00 \$26.00 \$28.00 \$30.00 \$33.00 EACH.

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### REGULATION ARMY AND NAVY COATS WITH CAPES

\$26.00 \$30.00 \$33.00 TO \$55.00 EACH.

### ZAMBRENE RAINCOATS

(NO RUBBER)

\$33.00 \$38.00 \$48.00 EACH.

## LANE, CRAWFORD & CO.

Hongkong, 19th May, 1909. [a33]



## KUPPER'S PILSENER BEER.

THE LEADING BEER IN THE  
FAR EAST.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 15th April, 1909. [a35]

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Isn't it worth something to know that your Prescription has been  
filled absolutely right; that the drugs used have been the best  
obtainable, that it is just as the doctor wants it? You have  
this Insurance when your Prescription is filled at WATKINS  
DISPENSARY, and our charges are no higher than those of  
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WILL ALWAYS BE ON DUTY TO

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SCOTCH WHISKY.

\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.

AS SUPPLIED TO THE HOUSE OF COMMONS.

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[a34]

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TELEPHONE, No. 696.

THE LATEST COLONIAL NOVELS \$1.75 EACH  
OR 3 FOR \$5.00.

Within four Walls, by J. Blundell Burton.  
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A False Position, by Mrs. Baillie Reynolds.  
The New June, by Henry Newbolt.  
Maurice Guest, by Henry Handel  
Richardson.  
Dromina, by John Aycoough.  
The Love that Kills, by Coralie Stanton and  
Heath Hookin.  
My Lady of Shadows, by John Oxenham.  
The Show Girl, by Max Pemberton.  
[a32]

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GOLF BAGS AND GOLF  
BALLS.

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SLAZENGERS TENNIS  
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A MAGAZINE HAND CAMERA to  
carry one dozen Plates 5 by 4. Good  
Lens and Easy Adjustment.  
Apply to—  
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Care of "Daily Press" Office.  
Hongkong, 6th May, 1909. [710]

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NO. 3, POLICE LAUNCH, built of  
Teakwood and Yacal, 1903.  
Length B.E. 70 feet, Breadth 13 feet, Depth  
8 feet.  
Engines, Compound Surface Condensing with  
Cylinders 9" and 8" diam. by 12" stroke.  
Boiler, Cylindrical Multitubular, return tube  
type, 7 feet diam. by 8 feet long by 125 lbs. W.P.  
Accommodation for 2 Europeans forward and  
13 natives aft.  
Launch to be sold complete with all  
Appurtenances, including Dinghy, Anchors,  
Chain, &c.  
Offer should be sent to the CAPTAIN  
SUPERINTENDENT OF POLICE,  
Hongkong, 25th May, 1909. [781]

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## ELECTRIC PLANT

Consisting of—  
TWO 125 Kilowatt STEAM AL-  
TERNATOR SETS: Output, 60 Amperes  
at 2100 Volts. The Sets comprise Vertical  
Compound Medium speed Engines, 205 revolu-  
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direct coupled to Alternators by Messrs.  
JOHNSON & PHILLIPS, complete with  
Exciters, &c.  
ALSO  
ONE HORIZONTAL COMPOUND JET  
CONDENSING STEAM ENGINE, 100  
Horse power by Messrs. BROWNE and LINDLEY.  
For further particulars apply  
HONGKONG ELECTRIC CO., LD.,  
St. George's Buildings,  
Hongkong, 23rd April, 1909. [649]

## SINGON & CO.

IRON, STEEL, METAL AND HARD-  
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Foundry Coke Importers. General Store-  
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FURNITURE & PHOTO GOODS STORE,  
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Cameras fitted with  
"ZEISS," "GOERZ," "ROSS" & "ALDIS"  
Lenses.  
DEVELOPING AND PRINTING—  
A SPECIALITY.

Hongkong, 24th April, 1909. [37]

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## FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [629]

## THE DAIRY FARM CO., LTD.

PURE, RICH AND WHOLESOME

MILK

Straight as it comes from the Cow.

## TIME FLIES!

SO DOES YOUR OPPORTUNITY.  
We have now only a few left of  
THE CELEBRATED

W. B. CORSETS

NUFORM AND ERECT FORM.

Most Popular in the World and worn by the  
leading Society Belles of Europe and America.

ONLY TO BE HAD FROM

HOOSAIN-ALI & Co.

Hongkong, 3rd May, 1909. [41]

## GRACA & CO.

(Established 1895).

No. 27 DES VOEUX ROAD.

Dealers in

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AND

VIEW POST CARDS.

Just Received a Selection of  
BENT'S ILLUSTRATED  
POSTAGE STAMP ALBUMS  
of Latest Edition, from \$1.75 to \$16 Each.  
SUGAR CORN SEEDS.  
Inspection Invited. [548]

## AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.  
Hongkong, 6th March, 1907. [47]

## NEW CARTRIDGES.

By popular English Manufacturers. In  
all Bore and Sizes.  
SMOKELESS POWDERS and CHILLED  
SHOTS. From No. 10 to 88SG. at \$6, \$7 and  
\$7.50 per 100. SPORTING REQUISITES  
and AIR GUNS in Variety.  
Inspection Invited.

WM. SCHMIDT & Co.  
Hongkong, 25th October, 1905. [623]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN  
SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [415]

## SIEN TING

SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.

TERMS—VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [504]

## HOTELS

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
String Band Plays during Tiffin and Dinner.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Mistron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager. [a42]

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a651]

### "KINGSCLERE,"

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.  
Telephone No. 134.

"SACHSOLA."  
Telegraphic Address: A.B.C. Code, 5th Ed.  
ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
Proprietress, Mrs. G. SACHSE. [a45]

### "BRAESIDE,"

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STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort.  
Fine View of the Harbour.  
Telephone, No. 690.  
Apply to—  
Mrs. F. W. WATTS.  
"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [a44]

## ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHEW, Proprietress.  
A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort  
to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to

M. MATTHEW,  
Proprietress.  
Hongkong, 5th October, 1908. [a43]

### "BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA).

MACAO.

THE Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.

A most pleasant retreat for those desirous for  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.  
Two steamers (S.S. *Ani* and *Sui Tin*) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

THE MANAGER. [a195]

## VICTORIA HOTEL

SHAMKIN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMKIN."

SITUATED ON THE BRITISH CONCESSION.

### MACAO HOTEL.

MACAO.

MANAGER—MR. H. N. BEAUPAIRE.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF FRAGA GRANDE.

Both Hotels electrically lighted, and under  
experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given  
to Tourists.

REASONABLE RATES.

WM. FARMER,  
Proprietor. [a1623]

### KIALAT HOTEL,

SWATOW.

If you go to Swatow don't forget to stay

at the KIALAT HOTEL. Nice

Comfortable Rooms, excellent cuisine.

Situated five minutes run by rickshaw from  
German Consulate.

Miss E. WILL,  
Proprietress.  
Swatow, 1st April, 1909. [1552]



## INTIMATION

A. S. WATSON, & CO.  
LIMITED.

(ESTABLISHED A.D. 1841.)

WINE AND SPIRIT MERCHANTS

WATSON'S

VERY OLD LIQUEUR  
SCOTCH  
WHISKYA BLEND OF THE FINEST PURE  
MALT WHISKIES DISTILLED  
IN SCOTLAND

GENUINE AGE

AND  
FINE MELLOW FLAVOUR.

PER DOZEN - - \$16.50

ROBT. PORTER & Co's  
BULL DOG BRAND  
GUINNESS' STOUT  
IN PINTS AND SPLITS.A. S. WATSON & CO.  
LIMITED,  
ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: PRESS.  
Cables: A.B.C. 5th Ed. Lieber.  
P. O. Box, 24. Telephone No. 12.

## MARRIAGE.

On the 24th April, Dr. CHADWICK THOMAS Kew, of Hongkong, to FLORENCE ETHEL BROWN, of Bromley, Kent.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 28TH 1909.

THE jurisdiction question at Harbin about which there has been much dispute almost ever since the close of the war, has been settled, on paper at least, by an agreement between Russia and China which was signed at Peking on the 27th ult. and is now published for general information. We have become accustomed to hearing that in the Chinese Eastern Railway zone in North-West Manchuria there is no trace now of Chinese authority, and that the Russian authorities have successfully impressed upon the population that their military domination has rendered China's rights of eminent domain fictitious. But that is not the case, and in the "Preliminary Arrangement" which has just been signed we have it expressly admitted as "a fundamental principle," that "the sovereign rights of China are recognised within the zone of the railway," and it is further agreed that there shall be no infringement of these rights. The original Convention contained a clause providing for joint jurisdiction within the railway zone, but when that Agreement was signed in 1896 there were no indications that Russia was likely to acquire in that region the important position she now unquestionably occupies and this important part of the Convention seems to have been more or less ignored. At the time that Convention was signed, Harbin was an insignificant town; it is now one of the most populous cities

in Asia, and the Russian population alone amounts to not less than 80,000 persons. Its rapid rise to its present importance results from railway developments during the last ten years. It is here that the Chinese Eastern Railway, running North from Dalny, joins the Russian main line from Irkutsk and Lake Baikal to Vladivostok. Ever since the first Russian occupation of the place, during the war with Japan, building appears to have been going on in a most extraordinarily rapid fashion. The Russians perceived the great commercial possibilities of the place. St. Petersburg and Moscow became interested and set to work to create here a Central Manchurian depot where Moscow cotton and woollen fabrics, and other Russian manufactures were to be sold in fabulous quantities, and great cotton-mill projects have been talked about. Although many of these projects are still in the air, there is nevertheless abundant evidence of a great Russian commercial boom at Harbin. The rapid growth of the Russian population in the city is some proof of this, and gives colour to the statements which have hitherto been published that Russia is politically as well as commercially dominating the railway zone in North-West Manchuria. It must be confessed that in the settlement of the dispute as to jurisdiction which have arisen, Russia has shown a much more conciliatory attitude than, perhaps, might have been expected in the circumstances. She would seem to have abandoned her original demands, which originated in certain difficulties with regard to taxation leading to a claim to complete jurisdiction. One clause of the Agreement declares that the laws, ordinances, and the legislative acts resulting from the exercise of the rights of Chinese sovereignty shall be drawn up and published by the Chinese authorities in the form of proclamations, while other clauses provide for the establishment of municipal organisations in commercial centres of importance within the railway zone. These Councils are to be elected by the inhabitants of the district, and the elected delegates are to choose an Executive Committee; "or the inhabitants themselves may take a share in municipal affairs and elect from among themselves one representative to sit to the execution of the resolutions adopted by the Assembly of all the inhabitants." Within the railway zone there is to be "not the slightest difference between the Chinese population and other Nationalities, but all the inhabitants are to enjoy the same rights and be under the same obligations. All local questions of public utility are under the control of the Assembly and the right of election to this assembly pertains to every member of the community who is the owner of "immovable property of fixed value or who pays rent and a designated annual tax." The Agreement seems to us to be rather loosely drawn in some respects, and we have little confidence in the arrangement as a final settlement of the dispute. However, we note that the Chinese are for the moment well satisfied with the terms of the agreement. The "Peking Daily News," which is supposed to be inspired by the Government bureaux, regards it as "a perfectly fair and equitable settlement," and anticipates that the application of the principles enunciated will have "far-reaching effects." Both in Peking and in Tokyo it is regarded as setting a precedent which Japan will be expected to follow in South Manchuria, and so far as we have observed there is no disinclination on Japan's part to do so. The whole of the railway zone is practically thrown open to international residence and trade, for at China's request two letters are incorporated as part of the Agreement providing that "as regards the rights of people of other nations they are to have such equal rights within the railway zone as are enjoyed by them in all other places in China under Treaties entered into between China and other countries." The door then is wide open in this region.

The Java-China-Japan Line, which paid no dividend in 1907, distributes 3 per cent for 1907.

Sir Claude MacDonald, the British Ambassador at Tokyo, is on the way home via Siberia.

The Rev. T. W. Pearce and his children beg to thank their many friends for kind expressions of sympathy.

Major de H. Burton, at present with the 3rd Middlesex Regiment, will shortly succeed Col. Savile in the command of the 2nd Battalion.

Prince Arthur of Connaught, who headed the Garter Mission to Japan, has accepted the honorary presidency of the Japanese Exhibition to be held at Shepherd's Bush next year.

At the Magistrate's yesterday Mr. F. A. Hazland sentenced a coolie to two months' imprisonment and six hours' stock for stealing a quantity of leather from the Naval Yard.

At a meeting of the Council of the London Chamber of Commerce last month, it was decided that representations should be made to the Commercial Intelligence Department of the Board of Trade deprecating the proposal of the Consul-General for China in London to introduce the consular invoice system between England and China.

It is stated that the Governor-General of Indo-China has arranged with the Compagnie des Messageries Maritimes that the port of Camranh shall, from May 1, be served once a month, both going and returning, by the packet-boats of the company. This arrangement will continue until a coasting service is regularly assured between Saigon and Camranh.

It does not often happen that money is an obstruction. Yet it was so yesterday when it delayed two trams in Des Vœux Road Central. A truck with a large basket containing half dollar and dollar pieces stuck in the tramway route and a number of bags had to be lifted off before the truck could be moved. One of the bags burst and the silver stream excited the envy of a large crowd.

At the ordinary general meeting of the Oriental Telephone and Electric Company, the Chairman said the China and Japan Telephone Company had at present full employment for all the capital they can spare, both in Hongkong and Kowloon; but when the Kowloon-Canton Railway, which is now in course of construction, is finished, they might expect that company to extend their sphere of activity considerably in the direction of, and probably to Canton itself.

One question of the hour in Indo China, is how to deal with motor-car traffic. Motoring has made rapid strides in Cochin-China, but is only slowly gaining head in Tonkin owing to the badness of the roads. The motor-car regulations in force in the Colony are utterly out-of-date and need revision. The roads also need to be put in better order for motor-car traffic with waymarks at suitable spots. In France the Touring Club keeps these things up to the mark, but there is no institution of the kind in the colony; to bring such matters under the attention of the authorities.

Before Mr. J. H. Kemp at the Magistrate's yesterday two natives were arraigned on the charge of unlawfully taking away two children aged six and eight years, from the care of their parents or lawful guardians at Shanghai. When the natives arrived in port Lance-Sergeant Edwards boarded her, and questioned the defendants about the children. They told him "that they received them as a present from their parents," but the excuse did not satisfy the policeman, and the men were arrested. The case was remanded for a week, bail being fixed in the sum of \$1,000. Detective-Sergeant Wilder appeared for the prosecution, and Mr. Otto Kong Sing for the defence.

Mr. E. Carter, first writer in the engineer manager's department at Devonport dockyard, has been appointed senior writer at Hongkong yard. A Devonport correspondent of a service paper says Mr. Carter is one of the best known men in that part of the country, owing to the fact that for thirty years he has been a prominent figure in football circles. He was a member of the club in connection with the Keyham Yard in the seventies, when each of the local yards had its own club, and the keenest rivalry existed. As the result of an amalgamation, he became a member of the Albion Club, and since then he has twice been secretary of the club, the last time for fourteen years—and he still holds the position. A fine sportsman, he will go to the Far East with the best wishes of his many friends in Devonport. He was to leave for Hongkong on May 22nd.

## SUCCESSFUL WEATHER FORECASTS.

The Report of the Director of the Observatory, laid on the table at yesterday's meeting of the Legislative Council, stated: The comparison of weather-forecasts issued daily with the weather subsequently experienced, has been conducted on the same system as heretofore (compare Annual Report for 1895 §5). The results are as follows:—Success 59 per cent., partial success 31 per cent., failure 7 per cent., partial failure 9 per cent. Following the method used in Meteorological Offices and taking the sum of total and partial success as a measure of success, and the sum of total and partial failure as a measure of failure, 90 per cent. of the weather-forecasts were successful in 1908. The average results for 1906 and 1907 were as follows:—Success 57 per cent., partial success 33 per cent., failure 1 per cent., partial failure 9 per cent.

## LATEST STEAMER MOVEMENTS.

The Mexican & Oriental S.S. Line Ltd.'s str. *Erroll* sailed for Saline Cruz on the 24th inst. for Japan and Hongkong.

The J.-C.-J. Line str. *Tibetani* left Moji for this port on the 27th inst. p.m., and may be expected here on or about the 2nd prox.

The C.P.R. str. *Tora Maru* (American Line) left Shanghai on the 27th inst., and is expected here on the 30th instant.

The N.Y.K. str. *Kitano Maru* (European Line) left Moji for this port via Shanghai on the 24th instant, and is expected here on the 31st instant.

The German str. *Bornes* left Sandakan on the 25th inst. p.m., and may be expected here on or about the 31st instant.

The F.M. str. *Mongolia* from San Francisco is due to arrive at this port on the 2nd prox.

The C.P.R. str. *Empress of India* arrived Nagasaki at 10.30 a.m. on the 27th inst., and left again at 6 p.m. same day for Kobe where she is due to arrive at 11 p.m. on the 28th inst.

## TELEGRAMS.

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## FIRE AT THE NAGASAKI SHIP-BUILDING WORKS.

TOKYO, May 27th.

The Nagasaki Shipbuilding Works have been partially destroyed by fire. The outbreak occurred in an electric shop early in the morning. One hundred and eighty marines from the British Squadron, followed by forty from a German warship, were landed, and were at work quelling the outbreak before the arrival of the Fire Brigade.

The officials quarters were destroyed, and the damage is estimated at 700,000 yen.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE DERBY.

LONDON, May 26th.

The betting on Minoru, the winner, was 7 to 2 against; on Louviers, the second horse, 9 to 1 against; and on William the Fourth, the third horse, 20 to 1 against.

Fifteen ran. Minoru won by a length.

## LATER.

Their Majesties the King and Queen, and Their Royal Highnesses the Prince and Princess of Wales were present to witness the race.

A splendid start was effected. Brooklands (owner, Mr. W. Raphael) made the running, followed by Louviers (same owner) and Minoru (the King's horse). The latter took the lead at Tottenham Corner. Louviers strongly challenged the favourite in the straight, but Minoru just managed to win.

Sir Martin (Mr. J. E. Madden's horse) fell.

H. M. the King led in Minoru. Never before has there been such a scene of enthusiasm on the Epsom Course; cheers were renewed again and again.

## THE JAPANESE LECTURESHIP AT OXFORD.

LONDON, May 26th.

Mr. J. H. Gubbins, C.M.G., who was for over thirty years in the British diplomatic service in Japan, has been appointed the first lecturer on the Japanese language at Oxford. The experiment is to be made for three years.

## DEATH OF A WEALTHY CITY MAN.

LONDON, May 27th.

The death is announced of Mr. Charles Morrisot, a City financier who has left estate amounting, it is said, to between ten and fifteen million pounds sterling.

## THE BUDGET.

LONDON, May 27th.

The Budget resolutions have passed the report stage and the Finance Bill has been introduced.

## ANOTHER NAVAL DEBATE.

LONDON, May 27th.

A motion was submitted in the House of Commons by Captain J. Craig calling attention to the divergent views of Cabinet Ministers on, and deploring any modification of, Mr. Asquith's definition of the Two-Power Standard.

The motion was debated with much animation, the Opposition accusing the Prime Minister of the abandonment of the definition he gave to the House, because he had since excepted the United States for geographical reasons.

The motion was rejected by 270 votes to 114.

[FROM THE MANILA "GADLENEWS"]

## FREE TRADE WITH THE PHILIPPINES.

Washington, May 18th.

There is practically no opposition to the proposed free entry of Philippine sugar and tobacco, in the United States Senate. The great battle of debate in the Senate is being waged about the reduction of the general tariff schedule. The Philippine features of the Senate's bill are those proposed by Senator Lodge, as the patron of the Philippine Islands in the Senate, and meet with the approbation of the President. In fact the provisions of the bill are practically those of the Payne bill. In the Senate less opposition to the Philippine schedules has developed than in the House of Representatives. The only opponents in the Senate are Senators Brandegee, Bulkeley and Penrose.

[Senators Brandegee and Bulkeley are from Connecticut and are probably instigated by the tobacco interests of that State. Senator Penrose is from Pennsylvania.]

## THE NETHERLANDS TRADING SOCIETY.

We are officially informed of the receipt of telegraphic information by Mr. Van Houten, the local Agent, that a dividend of eight per cent. has been declared by this Bank for the year 1908.

## A NIGHT IN HIGH SOCIETY.

AND A YEAR IN JAIL.

For one night of pleasure, illegally obtained, Wong Fuk, a coolie, has now started on a term of a year's imprisonment. He appeared before Mr. F. A. Hazland at the Magistrate's yesterday on the charge of breaking and entering 207, Des Vœux Road Central, and stealing therefrom jewellery to the value of £730. Most of this jewellery he was successful in either pawning or selling, and with the proceeds he replenished his wardrobe and appeared at Shektonai on Wednesday night as gentleman Wong. Clad in a long and costly silk gown, and wearing a pair of gold rimmed spectacles, he spent the evening hours with a number of singing girls. All went well while his cash lasted, but running short of this necessary article he went to pawn one of the rings he had stolen, and was detained by the pawnbroker, and handed over to the police. When his Worship heard the story yesterday he sentenced the defendant to one year's imprisonment with hard labour and twelve hours' stocks, the sentence including a charge of returning from banishment.

## EIGHT YEARS LITIGATION.

After eight years litigation the suit brought by the New York Phonograph Company against the interest controlling the inventions of Mr. Thomas Edison has been settled by the latter Syndicate paying the Phonograph Company \$400,000. In all, 700 suits were brought by the Phonograph Company against the Edison Company for breach of contract, which gave the plaintiffs the sole right to sell phonograph supplies in the State of New York. With the payment of this large sum of money an arrangement has been made by which further litigation will be avoided.

## A TAX ON VISITORS IN SIMLA.

Under orders from the local Government the Simla Municipality will shortly levy certain proposals regarding new taxes for public consideration. One tax is five rupees on each visitor, who stays in the station for 14 days and under, and Rs. 10 for a period not exceeding one month. A conservancy tax of two rupees per annum is proposed on each adult male within Municipal limits. It is proposed that dogs shall be taxed, the owner to pay Rs. 3 for one dog, Rs. 8 for two, Rs. 15 for three, and Rs. 10 for each extra dog.

## SOUTH SIBERIAN RAILROAD.

The American Council at Moscow reports that there is a project being discussed for the construction, by a private company, of the Southern Siberian Railway, 757 miles in length and to cost £5,130,000. The proposed line is to start from Omsk along the left bank of the Irtysh river to Pavlodar; from that point the route branches into two lines, one along the Irtysh river and terminating at Semipalatinsk, and the other from Pavlodar to Barak. Another railway is to be built between St. Petersburg and Keenel, affording a route from the south-eastern and central Asiatic territories to the Baltic Sea. The total extension of this line will be 1,320 miles and the cost of construction over £10,000,000.

The Ministry of Ways and Communications has under consideration the extension of several railways during 1909, and proposes an expenditure of over £6,000,000, notably in connection with the Amur, the Siberian, and the Ekaterinburg-Perm railways. A new bridge over the Volga near Yaroslavl is also included in the above amount.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 27th at 12.05 p.m.—The depression lying in the neighbourhood of the Kii Channel yesterday morning, has reached E. Japan. Another depression, which appeared over Manchuria yesterday, is moving Eastwards to the North of Vladivostok. Pressure has increased moderately to considerably over the S. China and S.W. Japan respectively. It is high over China to the South of the Yangtze Valley. Moderate N. to N.E. winds are expected to prevail in the Formosa Channel and along the northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N. and N.E. fair.
South coast of China	Same as No. 1.
Formosa Channel	Same as No. 1.
South coast of China between	Same as No. 1.
Hongkong and Hainan	Same as No. 1.

## SUPREME COURT.

Thursday, 27th May.

## IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. FIGGOTT), WITH LIEUT. BECKWITH, R.N., AS ASSESSOR.

## A COLLISION IN THE CHINA SEA.

An action for damages for collision was instituted by Wong Cheong Wai, owner of the junk No. 12,115, against Michael Jensen, of Apenrade, Schleswig-Holstein, in the Empire of Germany, owner of the steamship *Holstein*, plaintiff claiming \$10,000 for the loss of the junk and her cargo. The collision took place place on the China Sea on 24th October, 1908. The Hon. Mr. H. E. Pollock, K.C., instructed by Messrs. Goldring, Barlow, and Morrell, appeared for the plaintiff, and Mr. M. W. Slade, instructed by Messrs. Deacon, Looker and Deacon, appeared for the defendant.

Mr. Pollock, in opening said the plaintiff's case was that the collision occurred at about 11.30 p.m. on the 24th October last year at a place near Tong Mt point, situated between Hongkong and Swatow. The plaintiff's junk was cruising in company with another junk owned by his brother and they were out fishing. The defendant's steamer approached them, and they alleged that had she kept on her course she would have cleared them, but she starboarded her helm improperly and cut the junk in two. The stern of the junk sank and four women were drowned. The steamer did not lower a boat or stand by to render assistance to those in the junk but continued on her way to Hongkong. The portion of the junk that did not sink was towed to the coast by plaintiff's brother's junk and subsequently brought to Hongkong. The plaintiff alleged that the steamer was improperly and negligently navigated, that no proper look-out was kept, and that she did not comply with the regulations for prevention of collisions. Defendant's story was a very different one. Their contention apparently was that the junk was at the time heading in to wards the coast of China, and that the junk suddenly swung round on her course and attempted to pass across the steamer's bow, thereby rendering a collision inevitable.

The case was part heard and adjourned.

## AN ASSAULT CASE.

A European brewer residing in Wongnei-cheong Road was summoned before Mr. J. H. Kemp at the Magistrate's yesterday by Meta Din, an Indian tailor, on a charge of assault. The defendant had taken out a cross-summons for assault.

The complainant's story was that at about 10 p.m. on Wednesday he and his wife were returning home from Kowloon. As they were getting out of their rickshas the defendant approached his wife and caught her by the wrist. Complainant told him to let his wife go, but instead of doing so the defendant put his arms around her. Complainant blew a police whistle, and then the defendant struck him with an umbrella and pushed his wife down. When a constable came along complainant gave defendant in charge.

In reply to his Worship, Inspector Kerr stated that when defendant was taken to the station he was the worse for liquor, and was very noisy in the cell.

Defendant then took the witness stand, and informed his Worship that when the Indian's wife got out of her ricksha she bumped up against him unintentionally. He did not say anything, but the Indian punched him and knocked him over, after which he blew a police whistle. Witness admitted that he was under the influence of liquor, but denied being noisy until he was assaulted by the complainant.

Complainant, recalled, was asked by his Worship whether the defendant bumped up against his wife?

Complainant—If he did, why did he not let her go when I asked him? He caught hold of her a second time.

His Worship (to defendant)—It is most objectionable that you should assault a respectable woman in this way. You are fined \$50 or two months' imprisonment, and the charge against the complainant is dismissed.

## STEALING A HARBOUR DEPARTMENT BOAT.

For sheer audacity it would be hard to equal the native who appeared before Mr. F. A. Hazland at the Magistrate's yesterday on a charge of stealing one of the Harbour Master's boats from the Shaukiwan Police Station. Inspector Collett, who is in charge of this station, combines with his police duties those of sanitary inspector, harbour master, etc., consequently the boats of the Harbour Department are swung in davits on the waterfront before the station. The theft took place just about dusk, and the thief evidently expected to lower the boat unobserved. But he apparently had not calculated on his chances of escape, for it was low tide at the time, and there were yards of mud over which it was necessary to haul the boat to reach the water. This task he successfully accomplished. But when he reached deep water he found that the plugs had been removed from the bottom of the boat, and that the water was pouring into the craft. Nothing daunted, however, he bent to the oars and pulled seaward. But an smah had seen the defendant pulling the boat across the mud, and gave timely warning to the police. A second boat was soon lowered, the water-logged craft, overhauled and the defendant arrested. After hearing the evidence Mr. Hazland sentenced the prisoner to six weeks' imprisonment with hard labour and to six hours' exposure in the stocks.



## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on May 27th in the Council Chamber.

The following were present:—  
HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DEALTRY LUGARD, K.C.M.G., C.B., D.S.O.  
H. E. COLONEL DARLING, R.E. (General Officer Commanding).  
Hon. Mr. F. H. MAY, C.M.G. (Colonial Secretary).  
Sir HENRY BAKERLEY, K.C. (Acting Attorney-General).  
Hon. Mr. A. M. THOMSON (Colonial Treasurer).  
Hon. Mr. P. N. H. JONES (Acting Director of Public Works).  
Hon. Mr. A. W. BREWIN (Registrar-General).  
Hon. Mr. F. J. BADELEY (Capt. Superintendent of Police).  
Hon. Dr. Ho Kai K.C., C.M.G.  
Hon. Mr. E. A. HEWITT.  
Hon. Mr. E. OSBORNE.  
Hon. Mr. W. J. GRESSON.  
Hon. Mr. W. Y. YUK, C.M.G.  
Mr. C. CLEMENTI (Clerk of Councils).

MINUTES.  
The minutes of the last meeting were read and confirmed.

PAPERS.  
The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the following papers: Minute on the Peak Tramway by the Superintendent of the Botanical and Aforestation Department, and Report by the Director of the Observatory for the year 1908.

FINANCIAL.  
The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 4) and moved its adoption.

The COLONIAL TREASURER seconded and the motion was agreed to.

APPROPRIATION BILL.  
The COLONIAL SECRETARY moved the second reading of the Bill entitled an Ordinance to authorize the appropriation of a supplementary sum of \$512,200.34 to defray the charges of the year 1908.

The COLONIAL TREASURER seconded and the motion was agreed to.

The COLONIAL SECRETARY moved that the bill be referred to the Finance Committee.

The COLONIAL TREASURER seconded and the motion was agreed to.

CIVIL PROCEDURE ORDINANCE AMENDMENT.  
The ACTING ATTORNEY-GENERAL moved the third reading of the Bill entitled an Ordinance to amend the Code of Civil Procedure.

The COLONIAL SECRETARY seconded and the bill was read a third time and passed.

PUBLIC HEALTH AND BUILDINGS ORDINANCE AMENDMENT.  
The ACTING ATTORNEY-GENERAL moved that the Council resolve itself into committee to further consider the Bill entitled an Ordinance to amend the Public Health and Buildings Ordinance, 1903-1908.

The COLONIAL SECRETARY seconded and the motion was agreed to.

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The COLONIAL SECRETARY seconded and the motion was agreed to.

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The COLONIAL SECRETARY seconded and the motion was agreed to.

The ACTING ATTORNEY-GENERAL moved that the Council resolve itself into committee to further consider the Bill entitled an Ordinance to amend the Public Health and Buildings Ordinance, 1903-1908.

The COLONIAL SECRETARY—Quite so.

Hon. Mr. GRESSON—I do not press the point; The ACTING ATTORNEY-GENERAL—I move that the clause stand part of the bill.

The COLONIAL SECRETARY seconded and the motion was agreed to.

On Council resuming.

The ACTING ATTORNEY-GENERAL, with the permission of the Council, moved that the bill be read a third time.

The COLONIAL SECRETARY seconded, and the bill was read a third time and passed.

PEAK TRAMWAY ORDINANCE.

The ACTING ATTORNEY-GENERAL said he did not propose to proceed with the next order of the day, the motion that Council go into committee on the Bill entitled an Ordinance for authorizing the construction of a tramway within the colony of Hongkong. It will stand over.

HIS EXCELLENCY—The Council stands adjourned until further notice.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. The following vote was passed.

APPROPRIATION BILL.

Hon. Mr. HEWITT—On page 9, the last entry but one, Indian Police remittances \$11,000 over the estimate. The explanation is "more remittances and lower exchange." Does that mean that the Government remit the money for the Indian police at a fixed rate of exchange, and take the loss themselves?

The CHAIRMAN—Yes, the police have the privilege of remitting half of their pay at the privileged rate of 44 cents to the rupee. The Government bears the loss on exchange. That is a condition of the service of the Indian police.

Hon. Mr. HEWITT—And therefore the lower and the more favourable the rate of exchange, the more they remit.

Hon. Mr. HEWITT—Then on page 10—other miscellaneous services—\$57,000 odd. I think, Sir, that all these items are so absolutely unlike, that that amount should be divided up, and we ought to be shown how much comes under each item. I do not think such a large sum ought to be lumped together.

The COLONIAL TREASURER—My hon. friend on the right will know already that the vote of \$14,791 has nothing whatever to do with the loss on exchange. That leaves about \$23,000. The loss on exchange could be only ascertained when the accounts were made up in March last.

Hon. Mr. HEWITT—Then I think we ought to be shown how much the Emigration Depot cost, how much Mr. Hallifax received—which I think was a very correct vote to make—and how much the compensation to owners of houses damaged in the typhoon amounted to. \$57,000 is a large sum of money.

The CHAIRMAN—The \$11,791 was for compensation to owners for houses damaged by the typhoon.

The CAPTAIN SUPERINTENDENT OF POLICE—The amount to Mr. Hallifax was about \$3,000.

The CHAIRMAN—Yes, and the depot as a matter of fact cost \$3,000. The \$3,000 for Mr. Hallifax is in that \$11,791.

Hon. Mr. OSBORNE—With regard to subsidiary coins \$164,000 practical expenditure, how much of that is redemption, and how much is depreciation?

The CHAIRMAN—\$114,000 was the actual loss on the sale of the coin that was sold.

Hon. Mr. OSBORNE—And \$32,000 was spent on the redemption of coins?

The CHAIRMAN—There was an amount of \$535,000 collected and paid into the Treasury, and not re-issued.

Hon. Mr. OSBORNE—So the Government's loss on small coin is about \$32,000.

The CHAIRMAN—There was another item of \$274,000 of new coin in the bank which had never been issued. That came to a total of over eight lakhs which we shipped home and sold.

Hon. Mr. HEWITT—That was the 5,000,000 pieces shipped home.

Hon. Mr. OSBORNE—Does redemption mean the loss on small coin paid into the Government Departments?

The COLONIAL TREASURER—No, the loss on small coin sold as bullion.

Hon. Mr. OSBORNE—Might I ask what is the object of buying up these coins?

The COLONIAL TREASURER—They are paid in and not re-issued.

Hon. Mr. OSBORNE—Then that \$32,000 represents the total loss of the Government on coins paid in during the last year?

The COLONIAL TREASURER—The \$164,000 represents the total loss. A certain amount of that, something like \$70,000, represents the amount which was written off for depreciation.

Hon. Mr. OSBORNE—The point that I want to make is this: that every business in this Colony is losing a large sum of money by having to receive these small coins, and in almost all public companies accounts you will see "loss on subsidiary coins." What I want to get at is, how much the Government are losing on their subsidiary coins bought in.

The COLONIAL TREASURER—There is the actual figure, \$164,674.72 last year.

The CHAIRMAN—And out of that, \$114,000 represents the loss on coins shipped home and sold as bullion.

Hon. Mr. OSBORNE—Then are we to anticipate a loss of \$164,000 every year roughly?

The COLONIAL TREASURER—The issue is limited. It might stop some day, but we don't know when.

The CHAIRMAN—It depends on the amount we receive and do not re-issue. We estimated for a loss of \$35,000, but we had to exceed it considerably.

Hon. Mr. OSBORNE—So the ratepayers are losing roughly \$164,000 by having the place flooded with this Chinese coin?

The CHAIRMAN—You are opening up the whole question now.

Hon. Mr. OSBORNE—That is my reason for bringing it up. I want to bring it home to the people what they are losing.

The CHAIRMAN—This Government over-issued subsidiary coin, and it has either got to go on re-issuing or take some action. The action it is, taking it, is not re-issuing up to a certain limit.

Hon. Mr. OSBORNE—I don't want to enter on the old controversy, but I want to point out that the Colony is losing \$164,000 annually by this Chinese coin.

The CHAIRMAN—I don't think it is fair to say it is losing it annually. It lost it in the year 1908.

The COLONIAL TREASURER—My hon. friend on the right is taking a new attitude to the one he took two years ago. He was then temporising; now, he is very, very fixed in his views. If he had been fixed at that time we might have done more good.

Hon. Mr. OSBORNE—I am of the same attitude now as I was then.

The CHAIRMAN—I would point out that the loss this year will not be so large, as there will not be the item "unissued coin to sell," and it does not necessarily follow that if we have very large payments into the Treasury the whole of it will be redeemed.

The COLONIAL TREASURER—It must be. We have to write it off.

The CHAIRMAN—I am referring to actual redemption. There are two items, the actual loss on sale and the writing-off. We must write off the discount.

Hon. Mr. HEWITT—We are losing about 14 per cent on subsidiary coins paid back into the Treasury. Is that so?

The CHAIRMAN—Yes.

Hon. Mr. HEWITT—This loss is not necessarily because the Colony is flooded with Chinese coins, but because for a great number of years this Colony has issued more than it can absorb, and it is now coming back to the Colony.

The COLONIAL TREASURER—It is due to both reasons. We have over-issued, and at the same time the Chinese are flooding our Colony with foreign coin.

Hon. Mr. OSBORNE—A number of business men met together to discuss it, and came to different conclusions. But the point I want to make is that the Government are losing a considerable sum every year by this state of affairs, and it is to be hoped that they will take all the means they can to bring home to the Chinese Government what this unlimited over-issue means to this Colony.

The COLONIAL TREASURER—If you had only stuck to my majority report we would be in a different position now. We don't want to depend on the Chinese Government at all, but to take steps on our own account.

The CHAIRMAN—I can assure you that His Excellency has brought it to the notice of the Chinese Authorities, and tried to point out the error of their ways. The Chinese Government are very foolish in this matter.

Hon. Mr. GRESSON—On page 14 there is an item, \$50,000 for floating fire engines. It says "not yet completed." How much has been spent on it?

The CHAIRMAN—There was a delay about the fire float. It was expected that it would be purchased in the year 1908.

Hon. Mr. GRESSON—It does not follow that the work has been stopped?

The CHAIRMAN—No, we are to get the float this year.

Hon. Mr. GRESSON—As to this military contribution on page 23, what is the explanation of that?

The CHAIRMAN—There was an excess of \$64,000. That was due to the ordinary revenue of 1907 having exceeded the estimated revenue by about three lakhs.

The COLONIAL TREASURER—I would point out that the matter does not come under the bill under discussion.

The CHAIRMAN—We received more than we anticipated, and had to make good the percentage on the increase.

Hon. Mr. GRESSON—Does the item on page 33, the St. Enoch, come under this bill—\$165,000 for the purchase of the St. Enoch?

The CHAIRMAN—Yes.

Hon. Mr. GRESSON—What is being done with the St. Enoch?

The CHAIRMAN—She is employed dredging out the trench for the breakwater.

Hon. Mr. GRESSON—She is actually at work?

The CHAIRMAN—Yes, and has been for some months.

Hon. Mr. HEWITT—On the same page there is an item for installation of electric fans at Government House, \$4,000. I suppose that is in addition to the \$5,000 or \$6,000 for which a special vote was asked for certain work at Government House.

The CHAIRMAN—A vote was taken for this item. There were no fans at all in Government House.

The bill was then put to the vote, and passed.

## THE PEAK TRAMWAY BILL.

MINUTE BY THE SUPERINTENDENT OF THE BOTANICAL AND FORESTRY DEPARTMENT.

The following minute was laid before the Legislative Council yesterday by command of His Excellency the Governor:

Hon. Colonial Secretary.

In accordance with instructions I submit the following notes on the proposed new cable tramway to the Peak districts. It is now six years since the question of allowing a new cable tramway from the town to the Peak to be constructed partly through the Public Gardens began to be considered by the Government; during that time four distinct proposals have been put forward in the endeavour to devise a compromise by which as little damage as possible should be done to the very beautiful surroundings of the Public Gardens and Glenelg Ravine, while on the other hand a convenient route might be provided for the construction of the line. The four alternative routes were (1) a tunnel under the Gardens (2) a line on the surface of Glenelg Ravine (3) a line on high trestles in the Ravine (4) a wide cutting through the Public Gardens. The fourth, which was the first scheme proposed, is that now before the Council. It is the very worst of the four from the point of view of damage to the Gardens and in my capacity as Superintendent of the Botanical and Forestry Department I have felt it to be my imperative duty from the first to protest against it.

My position has throughout been supported by the conviction that the promoters, in their anxiety to secure the concession of a second route to the Peak have overlooked or at any rate not adequately considered the limited number of those whom the tramway is intended to benefit, namely the very small class of Chinese and Portuguese who would suffer in a special degree if the tram were run in this way through one of the most important sections of the Public Gardens. In order to bring this aspect of the case more prominently before you I would ask you to remember in the first place that our city is, in consequence of the great demand on the tramway, unusually devoid of public open spaces or areas of private gardens and that access to the open country on either side of Victoria cannot be gained except through the suburbs densely crowded by the poorer classes of Chinese, so that the public Gardens, situated as they are in the centre of the residential district, form a priceless possession to the residents of the city of Victoria, by whom indeed they are more or less crowded at the year round. In addition to this the Gardens are very small, some thirteen acres only in all, and no further ground is available for extending them in any direction, nor is there any probability that there ever will be. It is doubtless in consequence of these considerations that Government after Government has resisted all temptations to part with any of this area for building purposes, for which its value must be very high. The city is yearly growing in size and importance, the Gardens are certainly more popular than they were five years ago and they may at any time again become the favourite resort of the English community also, as they used to be.

But apart from the general question of the encroachment by which some 50,000 square feet out of this small area will be made absolutely useless to the frequenters of the Gardens I would desire to emphasise the detriment which would be caused to the beauty and seclusion of the Gardens by this particular kind of encroachment. The noise made by a cable tramway must be well known now to every resident the rattling of the wheels over the cables can be heard far from the present line and it is through the part of the Gardens most remote at present from noisy roads, that it is proposed to run these trams. It would moreover be difficult to imagine anything more detrimental to the beauty of the Gardens than a straight cutting 100 feet wide succeeded by a line of trestles carrying the rails on which the cars would run. The Gardens are widely famed for their beauty, and are frequently and justly spoken of as the prettiest for their size of all the fine Botanical Gardens in the world. As a botanical garden for which our Colonies are famous. As a botanical garden I specially deplore and most earnestly protest against the proposal that this cutting should pass through and utterly destroy one of the best collections of palms and other trees in the world. More than 100 fine, well grown palms, some of them magnificent specimens, are marked on the plan before you for destruction, besides numerous smaller trees and shrubs of great scientific value. Not one of them can be transplanted in consequence of their size and age, and even if their removal were possible there would be no space available for their reception. I would ask you to consider the patient labour and the skill, supported by liberal funds from the Government during the last 40 years, which have resulted in the accumulation of this splendid collection. There was hardly a tropical botanic garden in the seventies that did not either by direct gift or with the generous assistance of the Royal Botanic Gardens at Kew send us contributions. The difficulty of getting small trees in a living state from distant countries is very great and each tree thus obtained is often cherished and only after several failures. Such a series as we possess is, therefore a lasting monument of past enterprise as well as a scientific possession of priceless value, of which not only the Colony but the English botanical world may be justly proud.

There are I think some very special grounds such as I have detailed above why our small Gardens and this particular part of them should not be thus intruded upon, but so much light is thrown upon the general question of encroachment upon open spaces in large towns by the whole case principle and practice, well established during the last half century in such cases in England by English public opinion, that I would also invite your attention to the legislation and to the decisions of the highest courts in London upon the subject and I am convinced that in them will be found opinions accentuating the contentions that I am endeavouring to express in support of my views.

Such an encroachment would I believe be found to be utterly opposed to the spirit and spirit of English law as well as to the true spirit of social progress which animates our home Parliament dealing with these and like matters in England.

The principle at least of the Common Acts of 1866 and 1876 will I believe be respected here, by which lands over which there are any public rights are secured from encroachment, and I feel sure that the application of the principle to these Gardens which have been for 40 years dedicated to public use and have been largely used during the whole of that period will be appreciated. To show the great public interest felt and the strong public opinion existing in this subject of the prevention of encroachment on open spaces I would refer to the existence and activity of the "Commons Preservation Society" of London which has for its object the preservation of encroachment upon all lands dedicated to the use of the public. There is also the active and successful "Metropolitan Public Gardens Association" formed by the Earl of Melfort in 1882 for the special object of opposing "Metropolitan Gardens" and "preserving" them from encroachment. Similar organizations flourish in most of the larger towns of England as well as in many of the Colonies.

As I have been instructed to submit this minute without delay I am unable to give any detailed reference to the proceedings of these Societies or to the speeches made during the debates in the House of Commons on the Acts referred to, but in them could doubtless be found many cogent arguments in support of contention. These arguments I submit apply with special force to the case of our small, beautiful and scientifically valuable gardens and when the unsightliness and noisiness of this particular kind of encroachment is considered I am confident that the feeling of the community will recoil from this irreparable injury.

S. T. DUNN, Superintendent, Botanical and Forestry Department.

26th May, 1909

## HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

London, May 4.

## "QUEER DAYS."

These are queer days, my masters. The days of topsy-turvydom, of despotism turned to constitutionalism, of public fits of hysteria, of Socialism rampant—of patchwork Budgets.

The British Budget and the Dutch baby have been monopolising attention for many days. They are still leading themes of discussion and as to the Budget it is likely to hold sway for the whole of the session, for it irritates so many sections of society in so many little ways that there is sure to be a long and acid debate over it.

Perhaps the item that leads to most chaff and comment is the abatement of £10 on the income of the man of £500 a year for income tax purposes for every child he has under sixteen. It works out to 7/6 per child—the price of a dog license—and now there are curious ratepayers writing to the papers to say their income is £200 a year, there is no income tax on the first £160 a year, they have five children and therefore the Government owes them seven and sixpence. What they want to know is whether the Government will credit them with a dog license on the strength of it? On the Stock Exchange motor cars were being offered in exchange for babies. But as Mr. Austen Chamberlain pointed out immediately after the Chancellor sat down after his four and a half hours' speech, the Budget is remarkable for the fact that it is proposed to tax over and over again the same people under different names.

Thus the taxes are on large incomes, increased death duties, land, heavy motor cars and liquor licenses. Think of how many of these headings may be covering the same individuals. As the *Daily Telegraph* dubs it, it is a "penal Budget" on the rich. Pretty rough too, don't you think, on the man who has sweated for years in some insalubrious corner of the Empire, driving the piles that make British commerce strong, and has returned home with his hard-earned nest-egg to find himself taxed far above other men of his endeavour? However these are matters that will be fought and fought and fought again, for the Opposition has appointed special sub-committees to tackle each of the proposals and deal out to them detailed and persistent opposition. But as election tactics, the Budget should be a good one for the Government. It is a frank and unblushing bid for working-class votes by offering them the plunder from the rich man's hen roost. Incidentally there is another body of men who have my sympathy—the tea and sugar merchants who worked like galley slaves getting their goods out of bond in fear that the taxes on those commodities would be increased, whereas there was no change at all. Already we are being called upon to pay more for our whisky and our tobacco, a fact that will tend to irritate a larger number of people than the Chamberlain advisers of the present Government dreamt.

## REJOICINGS IN HOLLAND.

As to the Dutch baby there is no measuring the delight of the nation, even though the baby is a princess instead of a prince. It had so long been accepted that the hope for a child was vain, that the arrival of little Juliana Wilhelmina has set all the Dutch people chirping that the prince will come yet to keep them still free from German rule. I may add, that the Prince Consort, from being a most unpopular man, has developed into a personage rivaling his wife in the hearts of the nation. Casting off his German aloofness that hampered him at first, he is going about among the agriculturists and other sections of the Dutch people and is exhibiting the liveliest interest in their pursuits.

## THE SITUATION IN TURKEY.

The downfall of Abdul Hamid and the elevation of the aged and ineffective Mohammed to the throne of the Ottomans is less a change than it seems. It is largely the alteration of one clique for another and I shall be surprised if there are not divisions and quarrellings among them within a few months, over the division of the spoils. It is a mistake to suppose that Abdul has an immense pile stowed away in British securities. He used to have a good deal, but the vultures that have been feeding on the dead body of Turkish despotism for the past year or two, have feathered their nest warmly out of his treasury, and now what he has left is invested mainly in Germany and the United States. This change of investments has been partly dictated by the sympathy shown by Great Britain to the Young Turks. The horse sent by King Edward as a present to Abdul on the adoption of a constitution was sent to him after all. It is held up at Marseilles and at present the authorities are in a quandary as to what shall be done with it. Perhaps in the end Mohammed will have it, for is it not written "to him that hath shall be given"?

## THE STRAITS SETTLEMENTS DINNER.

There was a big gathering of Straits Settlements officials and others at Victoria station on Thursday to bid farewell to Sir John Anderson, the Governor, and Miss Anderson, on their return to Singapore after a vacation. The dinner given to the Governor at the Ritz Hotel was a great success also. Though there was no attempt to gloss over the depression through which the colony has passed, there was optimism for the future, and both for Penang and Singapore there seems to be great future advantages from the recent treaty with Siam, with



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed-Lieber's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

## WHIT MONDAY.

NOTICE IS HEREBY GIVEN that the FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 31st inst.

By Order,

A. R. LOWE,  
Secretary.

Hongkong, 28th May, 1909. [791]

## MARINE INSURANCE ASSOCIATION OF HONGKONG.

## WHIT MONDAY.

NOTICE IS HEREBY GIVEN that the MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 31st inst.

By Order,

A. R. LOWE,  
Secretary.

Hongkong, 28th May, 1909. [792]

## HONGKONG GYMKHANA CLUB.

THE SECOND MEETING of the Season will be held at the HAPPY VALLEY, TO-MORROW (SATURDAY), the 29th inst., commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

C. GORDON MACKIE,  
Hon. Secretary and Treasurer.

Hongkong, 28th May, 1909. [793]

## POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kowloon, the beautiful Summer Resort and Sanatorium, near Fochow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.

Fochow, 22nd May, 1909. [794]

## TO LET FURNISHED AT THE PEAK.

TWO ROOMS with Store Room, Bath Room and Servant's Room. Separate extra room.

Apply—

X.Y.Z.

Hongkong, 28th May, 1909. [796]

## TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lay Ting's Godown East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—

KAM FOK,  
No. 107, Wellington Street,  
behind the Stag Hotel or Keeper of  
No. 6, Godown on the Spot.

Hongkong, 28th May, 1909. [797]

## DAMPFSCHIFFS-BEHÖDERET "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.  
(With Liberty to Call at Malabar Coast).

THE Steamship  
"WOLGINSDE"  
Captain Mohr, will be despatched as above on or about the 6th June.

For Freight apply to  
CARLOWITZ & Co.,  
Agents.

Hongkong, 28th May, 1909. [798]

## NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship  
"GREGORY APCAR,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, 27th May, 1909. [789]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers  
"DELHI,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo—  
From London, Calcutta, ex "Chiao."  
From Calcutta, ex "Borneo."  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 2nd June, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 26th May, 1909. [1]

## NEW ADVERTISEMENT

## WANTED.

HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 Rooms, and Servant Quarters. Unfurnished. Apply—

Care of The Yokohama Specie Bank, Ltd.  
Hongkong, 28th May, 1909. [795]

## INTIMATIONS

## BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 31st instant, WHIT MONDAY.

Hongkong, 27th May, 1909. [786]

## NOTICE.

M. E. J. F. ECA DA SILVA is no longer connected with our Canton Branch, and the authority given him to Sign our Firm per Procuration there has been withdrawn.

CRUZ, BASTO & Co.  
Hongkong, 25th May, 1909. [780]

## E. R. MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's JUSTICES of the Peace for the Colony will be held at the Magistracy, at 2.15 p.m. on FRIDAY, the 28th May, 1909, for the purpose of considering the following application under the Liquor Licences Ordinances, 8 of 1898 and 8 of 1908, viz.:

From one KACKUZO UYETSKI for PERMISSION TO ENLARGE THE PREMISES by adding 1st, 2nd and 3rd floors of house No. 33, Connaught Road Central. Applicant is now holding an adjacent licence to sell by retail intoxicating liquors on premises Nos. 36 and 37 Connaught Road Central, under the sign of "St. Foo Row."

J. H. KEMP,  
Police Magistrate.

Hongkong, 20th May, 1909. [770]

## NOTICE.

THE MANAGER of KENNEDY'S STABLES begs to inform the residents of KOWLOON and district that provided sufficient support be forthcoming he will be prepared to establish a SHOEING FORGE at KOWLOON where Horses and Ponies can be shod by experienced Shanghai farriers on stated days to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge the Manager hopes that the Scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of Horses and Ponies to the Under-signed.

G. W. GEGG,  
Manager,  
Kennedy's Stables.

Hongkong, 5th May, 1909. [705]

## MONEY TO LEND.

\$150,000 to invest on Mortgage. Mortgages for smaller amounts can be considered. Send Particulars of Securities offered to—

Care of "Daily Press" Office.  
Hongkong, 20th May 1909. [537]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong, 1st April, 1908. [48]

DAVID COBBER & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
16741  
ARNHOLD, KARBURG & CO.  
Sole Agents.

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G. K. HAXTON, Manager.

## PUBLIC COMPANIES

## PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, TO-MORROW (SATURDAY), the 29th day of May, 1909, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th May, to the 2nd June next, both days inclusive.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 19th May, 1909. [747]

## A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the Office of the Company in Alexandra Buildings, TO-MORROW (SATURDAY), the 29th instant, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1908.

THE REGISTER OF SHARES will be CLOSED from TUESDAY, the 25th instant, to TUESDAY, the 1st June, both days inclusive, during which period no transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 20th May, 1909. [763]

## THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the ELEVENTH ANNUAL ORDINARY MEETING of this Company will be held at the Office of the Hon. Sir PAUL CHATER, Kt., C.M.G., Victoria Building, 5, Queen's Road Central, on WEDNESDAY, 2nd June, at 12.15 p.m. for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 30th April, 1909.

The REGISTER OF SHARES will be CLOSED from WEDNESDAY, 25th inst. to WEDNESDAY, 2nd June, both days inclusive.

EDWARD OSBORNE,  
Secretary.

Hongkong, 26th May, 1909. [783]

## INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907 £18,114,624.

Authorized Capital ... £3,000,000  
Subscribed Capital ... 2,750,000  
Paid-up Capital ... 687,500 0 0  
II Fire Funds ... 3,065,374 15 7

The Under-signed, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO.,  
Sole Agents.

Hongkong, 21st July, 1908. [1019]

## TO LET

NO. 3, MORRISON HILL. Entry about 1st proximo.

Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 12th May, 1909. [727]

## TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.

Apply to—

T. B. L.,  
Care of "Daily Press" Office.

Hongkong, 11th May, 1909. [723]

## TO LET.

NO. 7, MACDONNELL ROAD. Equipped with Electric Light and Ceiling Fans.

Apply to—

HERBERT W. LOOKER,  
1, Des Voeux Road Central.

Hongkong, 26th May, 1909. [782]

## TO LET.

ROOFS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 1st May, 1909. [553]

## TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Light and Tennis Court.

"ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

Apply to—

ARRATON V. APCAR & Co.,  
14, Des Voeux Road.

Hongkong, 3rd March, 1909. [399]

## TO LET.

CONDUIT ROAD LEVEL. A WELL FURNISHED ROOM with Bathroom attached, overlooking the Harbour, will be vacant on the 1st of June. For particulars address—

Care of "Daily Press" Office.

Hongkong, 14th May, 1909. [50]

## TO LET

## TO LET.

NO. 2, OLD BAILEY. Immediate Possession.

Apply to—

ARRATON V. APCAR & Co.,  
14, Des Voeux Road.

Hongkong, 8th May, 1909. [717]

## TO LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office.

No. 1A, WYNDHAM STREET (suitable for Office and Godown).

No. 2A, D'AGUIAR STREET (suitable for Office and Godown).

All of which were lately occupied by Weissmann Ltd. For Particulars, etc.

Apply to—

YEE SANG FAT & Co.,  
33, Queen's Road Central.

Hongkong, 19th March, 1909. [489]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st May, 1909. [98]

## TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.

No. 1, ALBANY, from 1st July, 1909.

NEW FIVE ROOMED HOUSES in Shelley Street.

The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.

FERNSIDE No. 71, Peak. Unfurnished from 1st May, 1909.

C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

BELLIS TERRACE HOUSES, ROBINSON ROAD.

FOR SALE.—TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings.

Hongkong, 28th May, 1909. [100]

## TO LET.

UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to—

Messrs. PERCY SMITH & SETH,  
No. 5, Queen's Road Central.

Hongkong, 23rd February, 1909. [213]

## TO LET.

FOUR and FIVE ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

OFFICES on the 1st Floor Hotel Mansions lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 24th March, 1909. [547]

## TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.



## NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.  
NOTICE TO CONSIGNEES.  
FROM HAMBURG, ANTWERP, MID-  
DELBORO, LONDON, AND  
STRAITS.

## THE Company's Steamship

"CARDIGANSHIRE,"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in  
the Hongkong and Kowloon Wharf and Godown  
Company's Godowns and/or extra hazardous  
Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the goods are landed.

Goods not cleared by the 31st inst., at 8 a.m.,  
will be subject to rent.  
No Fire Insurance will be effected by us in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognized.

JARDINE, MATHESON & Co., Ltd.  
Agents.  
Hongkong, 24th May, 1909. [779]

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND  
SHANGHAI.

## THE Company's Steamship

"CHINA,"  
having arrived, Consignees of Cargo are hereby  
informed that Goods will be landed into the  
hazardous and/or extra hazardous Godowns of  
The Hongkong and Kowloon Wharf and  
Godown Company, Limited, whence delivery  
may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent to the Office of the Undersigned before  
Noon on the 31st May, or they will not be  
recognized.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 31st  
May, will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 25th May, 1909. [3]

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BRAEMAR,"  
FROM GLASGOW, LIVERPOOL AND  
STRAITS.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, at  
Kowloon, whence and/or from the wharves  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
unloaded after the 31st inst., will be subject  
to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
24th June, or they will not be recognized.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 1st June, at 5 p.m.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 24th May, 1909. [778]

S.S. "SYDNEY,"  
COMPAGNIE DES MESSEGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex  
s.s. "Medeo" from Havre ex s.s. "Villie  
de Lorient" and "Villie de Constantine" in  
connection with above Steamer are hereby in-  
formed that their goods with the exception of  
Treasures are being landed and stored at  
their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong-Kowloon  
Wharf and Godown Co., Ltd., at Kowloon  
whence delivery may be obtained immediately  
after landing has been effected.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before 11 A.M. TO-DAY, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Undersigned, Goods remaining unloaded after  
TUESDAY, the 1st June, at NOON, will be  
subject to rent and landing charges.

All claims must be sent in to me on or before  
the 1st June, or they will not be recognized.  
All damaged packages will be examined on  
TUESDAY, the 1st June, at 5 p.m.

No Fire Insurance has been effected.  
P. DE CHAMPORIN,  
Agent.  
Hongkong, 25th May, 1909. [2]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"  
FROM MIDDLEBORO, LONDON AND  
STRAITS.

CONSIGNEES of Cargo are hereby in-  
formed that all Goods are being landed at  
their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
whence and/or from the wharves delivery may  
be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
unloaded after the 1st June, will be subject  
to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
7th June, or they will not be recognized.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 1st June, at 11 A.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 26th May, 1909. [785]

## ON SALE.

BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, July to December,  
1908. With Index. Price \$1.50.  
On sale at the "HONGKONG DAILY PRESS"  
Office.  
Hongkong, 21st January, 1909.

## REVIEWS.

Tong Bungay. By H. G. Wells. London:  
Macmillan and Co.

Anyone on the look-out for a good novel can  
be recommended to procure this latest book by  
Mr. Wells with every confidence that it will  
from beginning to end be thoroughly enjoyed.  
It is a very fine satire on modern commercialism.  
Tong Bungay is a patent medicine and the book  
describes the career of its garrulous, imagina-  
tive inventor from insolvency as a chemist in a  
little country town to opulence as a promoter  
of industrial companies on a colossal scale. The  
book is thick set with vivid studies of many  
people and sketches of contemporary life, and the  
publishers are fully justified in claiming for the  
book that it is in the best tradition of the Eng-  
lish novel—full, various, clustering, humorous  
and real. Our copy comes from Messrs. Kelly  
and Walsh.

Jimbo. By ALGERNON BLACKWOOD. London:  
Macmillan and Co.

Jimbo is the pet name of a child who shows  
signs of a lively imagination, to the dismay and  
indignation of a kind-hearted but blundering  
father who insists on his wife's engaging a  
practical sensible nursery-governess to "knock  
the nonsense" out of the boy, preparatory to  
his being sent to school. It is a remarkable  
story of a child's mind during consciousness, and  
also through a period of physical unconscious-  
ness. No digest can do justice to its beautiful  
descriptive passages, its weird suggestions, its  
fine implied teaching of sympathy, courage and  
truth. It is a book which may be read with  
profit by parents and others having the care of  
young children.

The Press Album. Edited by THOMAS GATTING.  
London: John Murray.

This volume has been published in aid of  
the Journalists' Orphan Fund. The Editor has  
secured short contributions from  
over sixty well-known writers including  
the "Post" Laureate, M. E. Bradford, Alfred  
Noyes, Marie Corelli, Sir A. Conan Doyle,  
Beatrice Harraden, Alfred Sutro, Rosamund  
Marriott-Watson, W. Pett Ridge, Katherine  
Tynan, Jerome K. Jerome, Shaw F. Dulock,  
Eden Philpotts, Silas K. Hooking, Keightley-  
Snowden, Tom Gaddon, G. B. Burin and host  
of others. Some five-and-twenty illustrations  
by leading artists and caricaturists are in-  
ter-spersed. The sale of a book whose contents  
are so varied and attractive cannot fail to be  
extensive, and the purchasing public have the  
double satisfaction of obtaining good value for  
their money and at the same time assisting a  
very excellent and deserving charity.

The Widow—To say nothing of the man. By  
HELEN ROWLAND. London: Stanley Paul  
& Co.

This is a little book of smart and amusing  
dialogue between a widow and a bachelor, which  
goes to prove that what the widow does not  
know about man, woman and the love game is  
not worth knowing. An agreeable half-hour in  
the verandah chair may be passed with this book,  
and the reader will not drop off to sleep, however  
warm the weather may be, until his hands go  
through the book from cover to cover. Helen  
Rowland was the author of "Reflections of a  
Bachelor Girl."

Polly Winford. By Eyre Hussey. London:  
Longmans, Green and Coy.

This is a bright, breezy, bracing story of an  
Australian girl who visited England—and who  
found the conventions which hedge life around  
in the old country decidedly irksome. However  
she succeeded in overcoming the prejudices  
against the colonial girl and charmed every one  
by her naturalness and vivacity. Very effective  
is the criticism of English social life in which  
the vicar and his wife shepherd the villagers,  
and they in turn belonging to a higher circle  
are led by some superior person. The difference  
between stay-at-homes and colonials was well  
summed up in the words of the heroine "you  
think in acres; in Australia we think in miles."  
Though the main events of the story are  
concerned with horses and hunting, it is not too  
"horsey." The book is one which most readers  
will enjoy.

Travel and Exploration. London: Witherby  
and Co.

The May number of *Travel and Exploration*  
opens with an article by Mr. L. C. Bernadoni  
on Lieutenant Shackleton's South Polar expedi-  
tions, illustrated by a full-page portrait of  
Lieutenant Shackleton, three views of Antarctic  
scenery, and a map. Mr. Bernadoni says that  
the next British expedition will probably again  
make its way south by way of the Ross Sea, and  
suggests that Tibetan yaks might be employed  
for the journey to the South Pole. In an article  
entitled "Through Austria's New Provinces,"  
Mr. Clive Holland describes a tour through  
Bosnia and Herzegovina; the Earl of Ronaldshay,  
M.P., writes on the various modes of Asiatic  
travel of which he has had experience; Mr. W.  
Hilton-Simpson tells the story of a visit he  
paid to a curious race of Cave-Dwellers in South-  
ern Tunis; Mr. C. Reginald Brook narrates  
how he crossed the Cordillera of the Andes in  
winter and found himself at midnight on the  
top of a pass higher than Mont Blanc; and Mr.  
D. R. O'Sullivan-Bears, formerly British Vice-  
Consul at Pemba, discusses the ivory-trade of  
Zanzibar. Every article is illustrated with re-  
productions of photographs on plate paper, and  
there are reviews of books of travel and notes by  
specialists on exploring enterprises, tourist  
travel, motoring in the Antarctic regions, and  
aerial flight.

How to be Beautiful—Keep your com-  
plexion, Mrs. Ellen's Crème Chamoisee, Lait  
Chamoisee and Special Skin Tonic and Poudre  
Chamoisee will enable you to do it. Her  
Specialties for the Skin are the study of a  
lifetime. A. S. Watson & Co., Ltd. Sole Agents.  
[453]

## SILVER QUESTION REVISITED.

MR. MONTGOMERY FREWEN SAYS IT IS COMING  
TO THE FORE AGAIN.

The San Francisco Chronicle observes:—  
Montgomery Frewen has written an article in the  
*Nineteenth Century* and *After* which is attract-  
ing attention in Great Britain and this country,  
and is a source of much surprise to those people  
who thought the cause of silver was as dead as  
Caesar, and that the "money question" was  
completely settled by the adoption of the gold  
standard by the United States. It appears,  
however, that Mr. Frewen, after an extended  
journey of observation through the Far East,  
has reached the conclusion that there is much  
trouble in store for the Western world if it  
disregards certain conditions forced on his  
attention, and concerning which he seeks to  
enlighten English readers by the publication of  
his article.

Although Mr. Frewen's statements and views  
will surprise many, there is no reason why they  
should do so, for they are not novel. They are  
shared by a large part of the foreign element  
doing business in the silver-using countries of  
the Orient, who insist that the effect of the  
retention of the inferior metal will greatly assist  
in the development of the vast resources of such  
countries as China by enabling them to use their  
own stores of cheap labor advantageously.  
Mr. Frewen brings the contention down to date,  
points out that in China the wages of the  
worker have not been materially increased since  
the demonization of silver. An English  
sovereign converted into Chinese taels in Hong-  
kong will pay the wages of sixty Chinese for a  
day. Converted into dollars, it would suffice to  
pay four or five white men. As no one will  
contend that for ordinary unskilled labor one  
white man is very much better than one Chinese,  
it will be absurd to even suggest that one  
white is equal to ten or fifteen Chinese. The  
Chinese are beginning to realize their position,  
and are being helped to perceive its possibilities  
by outsiders, who are establishing steel mills  
and other modern manufactures. They are not  
taking to modern methods as rapidly nor as  
kindly as the Japanese, but when they once get  
a grip on the situation they may be depended  
upon to develop it more thoroughly than their  
island neighbors.

Signs are multiplying that the Japanese are  
beginning to recognize that they surrendered  
an advantage in going to the gold standard.  
Their failure to extend their trade with China  
as rapidly as they had once hoped to do is causing  
inquiry, and the result is usually to convince  
those making it that if China persists in retaining  
silver while adopting Western inventions, she  
will become a formidable competitor in the  
business of manufacturing. As Japan more than  
any other country hoped to exploit its back-  
ward neighbors, the outlook for her is not a  
pleasant one, but it is not likely that she will  
surrender from her monetary position. As for the  
rest of the world it is hardly, as yet, begun to  
notice, but there are signs that it will do so in  
the near future. The inquirer will go to work  
in real earnest about the time that he realizes  
that the decline of Oriental exports is not a  
temporary phenomenon but is due rather to the  
inability of the Orient to meet the conditions  
imposed by rising rates of exchange and the  
growing desire to take advantage of the  
opportunity to profitably develop resources by  
the aid of its vast supply of cheap labor.

U. S. INTERSTATE COMMERCE ACT  
AND OCEAN CARRIERS.

## IMPORTANT JUDGMENT.

A San Francisco paper of the 23rd ult.  
reports:—

In a series of opinions handed down yesterday  
in the "matting cases," involving alleged re-  
bating by the Pacific Mail Steamship Company  
and the Southern Pacific Railroad Company,  
United States District Judge De Haven held  
that the Interstate Commerce Act does not apply  
to coast carriers from foreign countries.

While he sustained the demurrers interposed  
by Attorney Charles C. Haggard for the  
Pacific Mail, the company he overruled those of the  
Southern Pacific Company, holding that the  
indictments clearly stated an offense against the  
laws of the United States by that corporation.  
A joint rate had been made between several  
railroad companies, among them the Southern  
Pacific, with the Pacific Mail Company on  
through shipments of matting from Kobe, Japan,  
to Springfield, O., and this rate was filed with  
the Interstate Commerce Commission and be-  
came the legal rate.

Next JAPANESE COMPETITION.  
Owing to a reduction of rates on matting by  
a rival Japanese line of steamers, just before the  
Pacific Mail boat sailed from Kobe the agents  
of the latter met the reduction and obtained the  
hand, but at a rate lower than that filed with the  
Commission.

On these facts indictments were found by a  
Federal Grand Jury against the two different  
companies. To these indictments the Pacific  
Mail Company demurred, holding that the  
Interstate Commerce Commission had no  
jurisdiction over it or its rates and that to hold  
it liable would be to practically ruin its business,  
as its competitors were not handicapped by any  
such regulations and would be enabled to make  
whatever rates they pleased on no notice at all  
when, under the Interstate Commerce act a  
notice, by filing with the Commission, must be  
made by a common carrier before such rate  
goes into effect.

DEMURRERS ARE SUSTAINED.  
In sustaining these demurrers, Judge De  
Haven held that the Pacific Mail Steamship  
Company was not a common carrier, within the  
meaning of the Act, and that it was at liberty  
to make any rate it chose without giving notice.  
Along the same lines Peter F. Dunne, for  
the Southern Pacific Company, demurred to the  
indictment, contending that there was no law  
requiring the filing of a rate by an ocean carrier,  
hence a joint through rate, to which an ocean  
carrier was a party, was not a legal rate in the  
intent of the Interstate Act, and for this  
reason any deviation from any such joint through  
rate would not be a violation of the law, the  
original rate not being a "legal rate."

To these demurrers Judge De Haven says  
that, while it is true there is no law controlling  
the rates of ocean carriers from foreign ports or  
requiring their publication, there is a law con-  
trolling the interstate rate of railroad com-  
panies, and that is the Interstate Commerce act.  
That when the joint through rate from Kobe,  
Japan, to Springfield, O., was filed with the  
Interstate Commerce Commission it became a  
railroad rate within the purview of the law, and  
that any reduction of that rate without the  
notice required by law was a violation of the  
law by the railroad company and placed it in  
peril. He held that an offense against the law  
had been set forth in the indictments against  
the railroad company, and for that reason would  
overrule the demurrers of the Southern Pacific  
Company.

The demurrers of the California Pine-Box  
Company and Miller & Sons to indictments  
charging preferential rates in violation of the  
Interstate Act were overruled by Judge De  
Haven yesterday.

## THE BRITISH BUDGET.

## AN ANALYSIS.

ESTIMATED RECEIPTS ON THE BASIS OF  
EXISTING TAXATION.

Tax Revenue—	£
Customs—	28,100,000
Excise—	32,050,000
Death Duties—	18,600,000
Stamps—	7,600,000
Land Tax and House Duty—	2,650,000
Incomes Tax—	33,900,000
	£122,900,000
Non-Tax Revenue—	
Post Office, Telegraphs and T. & T.—	£
Phones—	22,400,000
Crown Lands—	530,000
Suez Canal Shares—	1,166,000
Miscellaneous—	1,394,000
	£25,490,000

Total Revenue—£148,390,000

## ESTIMATED EXPENDITURE.

Consolidated Fund Services—	National Debt 28,000,000
Other Cons.	Fund Services 1,671,000
Payments to Local Taxa- tion account—	9,483,000
Supply Services—	39,153,000
Army—	27,435,000
Naval—	15,818,500
Shipbuilding—	19,324,400
Other—	1,324,400
Civil Services—	
Old-Age Pen- sions (in Class VI)—	8,750,000
Other—	31,520,000
Estimates and Inland Re- venue—	3,373,000
Post Office—	13,978,000
	£124,999,000

Total Expenditure—£148,390,000

Estimated Deficit—£15,762,000

Further Charges for 1909-10—

Developments Grants—£200,000

Labour Exchanges—100,000

Valuation Expenses—50,000

Final Deficit—£16,112,000

## PROPOSALS FOR DEALING WITH DEFICIT.

FRESH TAXATION.

Motor Cars—£250,000

Motor Spirit—340,000

Spirit Duties—1,600,000

Tobacco Duties—1,900,000

Liquor Licences—2,600,000

Estate Duties—£2,850,000

Stamp Duties—650,000

Income Tax—3,500,000

New Land Taxes—500,000

7,500,000

Sinking Fund—£14,200,000

Total fresh resources provided—£17,200,000

Set aside for Road Improvement—600,000

Sum Available—£16,600,000

Deficit Final Deficit—£16,112,000

Final Surplus, 1909-10—£489,000

## THE EFFECT OF THE BUDGET.

The changes introduced into the fiscal system  
by the Budget of 1909-0 are so numerous that  
a brief synopsis of their effect will be found  
useful. The items of taxation are mentioned in  
the order adopted by Mr. Lloyd-George.

Duties on Private Motor-cars.—A new gra-  
duated scale of duties on private motor-cars and  
motor-cycles is proposed for the United King-  
dom (including Ireland, where hitherto there  
has been no tax on motor-cars). The scale is as  
follows:—Under 6-h.p., £2 2s.; under 12-h.p.,  
£3 3s.; under 16-h.p., £4 4s.; under 20-h.p., £5 5s.;  
under 25-h.p., £6 6s.; under 30-h.p., £7 7s.;  
under 35-h.p., £8 8s.; under 40-h.p., £10 10s.;  
under 50-h.p., £21; over 50-h.p., £42.

Doctors' cars one-half these rates. Motor-  
cycles, £1. No change in rates on motor-cars;  
existing exemptions on trade vehicles continued.

Duty on Petrol.—Threepence per gallon on  
petrol and "other spirituous fuels for motor vehicles."  
A rebate to be granted of half the duty to  
motor-cars and omnibuses.

Income-tax.—The rates of poundage on earned  
incomes up to £500 per annum remain as at  
present—viz., 9d. on £200 and 1s. over  
£200 and under £300. On all other incomes  
now liable to 1s. the rate will be 1s. 2d. In the  
case of incomes under £500 a new abatement  
will be allowed of £10 for every child under 16  
years of age.

Super Tax.—On incomes over £500 a  
super tax of 6d. is to be levied on the amount by  
which it exceeds £300. Income-tax exemp-  
tions and abatements are to be restricted to  
persons resident in the United Kingdom.

The Death Duties.—The scale of Estate duties  
is "steepened" for estates exceeding £5,000,  
and the maximum of 15 per cent. will be reached  
at £10,000, 0. instead of £3,000, 0. The  
new scale will be:—£5,000 to £10,000, 4 per  
cent.; £10,000 to £20,000, 5 per cent.; £20,000  
to £40,000, 6 per cent.; £40,000 to £70,000, 7  
per cent.; £70,000 to £100,000, 8 per cent.;  
£100,000 to £250,000, 9 per cent.; £250,000 to  
£500,000, 10 per cent.; £500,000 to £1,000,000,  
11 per cent.; £1,000,000 to £2,000,000, 12 per cent.;  
£2,000,000 to £5,000,000, 13 per cent.; £5,000,000  
to £10,000,000, 14 per cent.; over £10,000,000,  
15 per cent. The Settlement Estate Duty will be  
increased from 1 to 2 per cent.; legacy and  
succession duties where the beneficiary is a  
brother or sister, or descendant of a brother or  
sister, will be raised from 3 to 5 per cent.,  
and in the case of all other persons the  
rate will be a uniform 10 per cent. instead  
of ranging from 5 to 10 per cent. The 1 per  
cent. legacy or succession duty will in future be  
charged on "lineals" and spouses, in cases where  
the estate exceeds £15,000; but in cases where  
the amount of the legacy, or succession, does not  
exceed £1,000, whatever the size of the estate  
from which it comes, exemption will be allowed,  
and it will be allowed if the legatee is a widow  
of the deceased, or a child under 21 years; if the  
legacy does not exceed £2,000. The rules as to  
exemption for purposes of Estate Duty are  
modified. Agricultural property is to be taxed  
at its "market value" instead of at 25 per cent.  
purchase; stocks and shares are in all cases to  
be valued at their market prices. The period  
during which a gift inter vivos is liable to duty  
is extended to five years.

Stamps.—The Stamp Duty on conveyances on  
sale is raised from 10s. to 20s. except in the  
case of stocks and other securities which change  
hands frequently. The duties on transfers of  
securities are reduced, the rate between £5  
and £100 to be 6d. (instead of 1s.); £100 to  
£500, 1s. (as at present); £500 to £1,000, 2s.  
and further 2s. for every additional thousand.

**FOR PREVENTION**  
It is an admitted fact that prevention is better than cure, and in no case is it more  
true than in regard to bodily health. What may at first be but a slight ailment may, if  
allowed to go unchecked, develop into a real danger—only to be removed at the expense of  
much suffering and suffering. It is well, therefore, to understand that, taken at time,  
BEECHAM'S PILLS will quickly go to the root of the trouble and prevent serious illness.

**FOR CURE**  
If you find yourself suffering from a disordered condition of the Liver, Stomach, Kidneys,  
or Bowels, Beecham's Pills may be relied upon with the greatest confidence, not only do  
they give immediate relief, but to effect a permanent cure. This medicine acts successfully in  
cases where more pretentious means utterly fail. It strengthens all the vital organs,  
particularly those of nutrition, secretion, and excretion, and many even who regard them-  
selves as confirmed invalids might regain all their health and happiness if they would only

**TAKE**  
**BEECHAM'S PILLS.**  
Sold everywhere in boxes, price 9d. 1/11 2/9.

On option notes the rates are to be similar.  
Brokers who are not members of the Stock  
Exchange will in future have to issue con-  
tract notes bearing the proper stamp.

Licences.—The scale of duties for the full  
publican's licence begins at 50 per cent. of the  
annual value, subject to a minimum based on  
population; £5 in rural districts and in urban  
areas of less than 2,000 persons; £10 in urban  
areas between 2,000 and 5,000; £15 between  
5,000 and 10,000; £20 between 10,000 and  
£35 in London and other towns over 100,000.

Beerhouses.—The rates on this class of  
licence will be graduated similarly to "on"  
licences, the basis being one-third of the annual  
value of the premises.

Hotels.—Hotels and restaurants whose  
receipts from the sale of liquor do not exceed one-  
third of their total receipts will receive con-  
cessions.

Clubs.—A duty of 3d. in the £ will be levied  
on the amount of the receipts of clubs from the  
sale of liquor.

Land Taxation.—It is proposed (1) to tax  
the owner of land the value of which has risen  
through the enterprise of the community or  
neighbours, to extent of one-fifth of the "strictly  
unearned increment," starting from the value  
at the present moment. The tax will be payable  
when the land is sold. Corporations will pay  
at stated intervals. (2) A tax of 3d. in the £  
will be imposed on the capital value of land  
"not used to the best advantage" including  
mineral land. It is to be charged on unim-  
proved land only. (3) A 10 per cent. "reversion"  
duty to be imposed on benefits derived from  
the determination of leases. Special abatements  
will be made in certain cases. These new taxes  
necessitate a reconstruction of the method of  
valuing property.

The Spirit Duties.—To be raised 3s. 9d. per  
gallon.

Tobacco.—The duty on manufactured to-  
bacco to be increased by 8d. per lb., with equi-  
valent additions to the duties on cigars,  
cigarettes, and manufactured tobacco.

**A SUMATRAN TRAGEDY.**  
A sensational incident in the war being waged  
against Chinese rebels in Sumatra is related  
in the local newspapers. It seems that the  
other day a band of rebels was located in a large  
cave, but upon the Government troops arriving,  
no one was to be seen. After diligent search a  
small passage was found and a daring lieutenant  
solicited to creep along it. In the hope of  
finding the rebels



## SHIPPING.

## ARRIVALS.

ATLANTIS, American str., 1,490, Erida, 26th May—Manila 23rd May, Sugar—Barretto & Co.  
 GREGORY APCAR, British str., 2,961, S. H. Belsom, 27th May—Yokohama, Kobe and Moji 22nd May, Coal and General—David Sassoon & Co.  
 KAWACHI MARU, Japanese str., 3,782, H. Petersen, 27th May—London & Singapore 21st May, General—Nippon Yusen Kaisha.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 27th May.  
 Aldenham, British str., for Australia Ports.  
 Denbighshire, British str., for Nagasaki.  
 Denbigh, British str., for Saigon.  
 Bathurst, Norwegian str., for Batavia.  
 Telenathus, British str., for Saigon.

## DEPARTURES.

27th May.  
 ANHUI, British str., for Canton.  
 DELHI, British str., for Shanghai.  
 HUPPH, British str., for Singapore.  
 KWANGTAH, Chinese str., for Shanghai.  
 SHINSHU MARU, Japanese str., for Saigon.  
 SLESIJA, German str., for Singapore.  
 TAKASAKI MARU, Japanese str., for Shanghai.  
 YINGCHOW, British str., for Shanghai.

## VESSELS IN DOCK.

May 27th.  
 ABERDEEN DOCK.—  
 Kowloon Dock.—Hein, Onisang, Sumatra, Loyol, Hulsberg.  
 COSMOPOLITAN DOCK.—Asia.  
 TAIKOO DOCK.—Maple Leaf, Chenan, Hongkong Maru, Helipolis.

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."  
 Captain St. John George, will be despatched as above TO-DAY, 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th May, 1909. [721]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ABRATON APCAR."  
 Captain A. Stewart, will be despatched for the above PORT TO-MORROW, the 29th inst., at Noon.

This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly qualified doctor.

RETURN TOURS TO JAPAN (Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama obtaining via Kobe (Inland Sea) Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents.

Hongkong, 21st May, 1909. [768]

"SHIRE" LINE OF STEAMERS, LTD.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"SEGURA."  
 Captain Hayes, will be despatched as above on or about the 8th June.

The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a doctor and a stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 26th May, 1909. [764]

"SHIRE" LINE OF STEAMERS LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE."  
 Captain W. Harrett, will be despatched as above on or about the 12th June.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 28th May, 1909. [756]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "PATHAN" ... On 22nd June.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 26th May, 1909. [699]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Japan are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1893. [9]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL...	OCHANA	Brit. str.	—	T. H. Wido, R.M.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP via SINGAPORE &c.	SOKALI	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	About 2nd June.
ANTWERP, ROTTERDAM & HAMBURG &c.	SITHONIA	Ger. str.	k.w.	Brühns	HAMBURG-AMERICA LINE	On 8th June.
BREMEN HAMBURG & ROTTERDAM &c.	SUEVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERICA LINE	On 11th June.
HAYRE & HAMBURG via STRAITS &c.	SWENGAERIA	Ger. str.	k.w.	Bokhorst	HAMBURG-AMERICA LINE	On 17th June.
HAYRE & HAMBURG via STRAITS &c.	ISTRIA	Ger. str.	k.w.	...	HAMBURG-AMERICA LINE	On 10th July.
MARSEILLES, HAYRE & COPENHAGEN &c.	CANTON	Swed. str.	—	...	MELCHERS & Co.	About 8th June.
MARSEILLES &c. via PORTS OF CALL...	POLYTESIEN	Fr. str.	—	Broo	MELCHERS & Co.	On 8th June, at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	WAKASA MARU	Fr. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 9th June, at D'light
MARSEILLES, LONDON & ANTWERP	DENBIGHSHIRE	Brit. str.	—	W. Barrett	JARDINE, MATHESON & CO., LD.	On 12th June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SIDO MARU	Ger. str.	k.w.	Geo. Anderson	NIPPON YUSEN KAISHA	On 23rd June, at D'light
MARSEILLES, BREMEN & HAMBURG &c.	SCANDIA	Ger. str.	k.w.	V. Schuch	NIPPON YUSEN KAISHA	On 1st July.
MARSEILLES, HAYRE & HAMBURG &c.	SINIA	Ger. str.	k.w.	Forzani	NIPPON YUSEN KAISHA	About 2nd June.
GENOA, MARSEILLES, LONDON & ANTWERP &c.	KITANO MARU	Jap. str.	—	F. F. Cope	TOTO KISEN KAISHA	On 1st June, at Noon.
GALLAO, IQUIQUE &c. via JAPAN PORTS &c.	HONGKONG MARU	Jap. str.	—	E. Malchow	MELCHERS & Co.	On 2nd June, at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR &c.	P. E. FRIEDRICH	Ger. str.	—	Mohr	CARLOWITZ & Co.	About 6th June.
NEW YORK	WOLINDE	Ital. str.	—	...	DODWELL & CO., LTD.	On 16th June.
NEW YORK	PATIAN	Brit. str.	—	...	DODWELL & CO., LTD.	On 12th June, at 6 P.M.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	INDRANI	Brit. str.	2 m.	...	CANADIAN PACIFIC R. CO.	On 14th June, at Noon.
VANCOUVER via SHANGHAI JAPAN &c.	EXPRESS OF JAPAN	Brit. str.	1 m.	...	CANADIAN PACIFIC R. CO.	On 3rd June.
VICTORIA, B.C. & TACOMA via JAPAN &c.	MONTAGLE	Brit. str.	1 m.	W. Shotton	NIPPON YUSEN KAISHA	On 8th June, at 4 P.M.
VICTORIA, B.C. & SEATTLE via KURE &c.	TOKA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 2nd June, at 4 P.M.
VICTORIA, B.C. & SEATTLE via KURE &c.	SHINANO MARU	Jap. str.	—	St. John George	NIPPON YUSEN KAISHA	To-day, at Noon.
AUSTRALIAN PORTS via TIMOR, PORT DARWIN &c.	ADENHAM	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 11th June, at Noon.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 15th June, at 4 P.M.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	—	F. Iscke	MELCHERS & Co.	On 18th June, at 10 A.M.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 9th June, at Noon.
AUSTRALIAN PORTS via MANILA	KIMANO MARU	Jap. str.	—	F. Iscke	MELCHERS & Co.	About 29th inst.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	H. Petersen	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
KOBE & YOKOHAMA	HINSANG	Brit. str.	—	W. J. Davies	JARDINE, MATHESON & CO., LD.	On 4th June, at 4 P.M.
NAGASAKI, MOJI, KOBE & YOKOHAMA	OSHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 4th June, at Noon.
NAGASAKI, KOBE & YOKOHAMA	KIMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 9th June, at Noon.
JAPAN	THILWONG	Dut. str.	—	Juriansen	BUTTERFIELD & SWIRE	Quick despatch.
WEIHAIWEI, CHEFOO & TIENTSIN	HUKHOW	Brit. str.	—	E. Forsyth	JARDINE, MATHESON & CO., LD.	On 1st June, at 4 P.M.
TIENTSIN via TSINGTAU & CHEFOO	CHONGSHING	Brit. str.	—	V. MacMylount-Liddell	JARDINE, MATHESON & CO., LD.	On 1st June, at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ABRATON APCAR	Brit. str.	—	A. Stewart	DAVID SASSOON & CO., LTD.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	ISERIA	Ger. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 30th inst., at D'light
SHANGHAI	ANHUI	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 1st June, at Noon.
SHANGHAI via SWATOW, AMOY & FOOCHOW	CHOWANG	Brit. str.	—	Sandhu	JARDINE, MATHESON & CO., LD.	On 1st June, at 10 A.M.
SHANGHAI, MOJI & KOBE	CHOSHUN MARU	Jap. str.	—	T. Suruga	OSAKA SHOSHN KAISHA	On 3rd June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	COLOMBO MARU	Jap. str.	1 m.	M. Winkler	NIPPON YUSEN KAISHA	About 3rd June.
SHANGHAI, MOJI, KOBE & YOKOHAMA	P. E. LUTTFOLD	Ger. str.	—	H. Kirschner	MELCHERS & Co.	About 4th June.
SHANGHAI	SINIA	Brit. str.	1 m.	C. D. Goldsmith, R.M.R.	P. & O. S. N. Co.	On 3rd June, at 4 P.M.
SHANGHAI	CHANGSHA	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 5th June, at D'light
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOKANG	Brit. str.	1 m.	Lancelin	JARDINE, MATHESON & CO., LD.	On 7th June, at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	TOURAN	Fr. str.	—	Hayes	MELCHERS & Co.	About 8th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SIGUIA	Brit. str.	—	Schwinghammer	HAMBURG-AMERICA LINE	On 8th June.
SHANGHAI, YOKOHAMA & KOBE	BRASILIA	Ger. str.	k.w.	W. Hayward, R.M.R.	P. & O. S. N. Co.	About 10th June.
SHANGHAI	DEVANHA	Brit. str.	1 m.	Fraser	BUTTERFIELD & SWIRE	On 10th June, at 4 P.M.
SHANGHAI	SILM	Dut. str.	—	P. J. van Emmerick	MELCHERS & Co.	Middle of June.
SHANGHAI	TILATAT	Dut. str.	—	Y. Kaburaki	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	DAVIN MARU	Brit. str.	—	Hodgins	OSAKA SHOSHN KAISHA	On 30th inst., at 10 A.M.
SHANGHAI	HAIYANG	Brit. str.	2 h.	F. W. Evans	DOUGLAS LAFRAIE & Co.	To-day, at 1 P.M.
SHANGHAI	HAIYANG	Brit. str.	2 h.	F. W. Evans	DOUGLAS LAFRAIE & Co.	On 5th inst., at 10 A.M.
SHANGHAI	HAICHING	Brit. str.	2 h.	F. W. Evans	DOUGLAS LAFRAIE & Co.	On 1st June, at 1 P.M.
SHANGHAI	HAICHING	Brit. str.	2 h.	F. W. Evans	DOUGLAS LAFRAIE & Co.	To-morrow, at Noon.
SHANGHAI	REBI	Brit. str.	—	S. W. Almond	JARDINE, MATHESON & CO., LD.	On 4th June, at 4 P.M.
SHANGHAI	YENKANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LD.	On 5th June, at Noon.
SHANGHAI	ZAVIRO	Brit. str.	1 m.	Mathieson	BUTTERFIELD & SWIRE	On 1st June, at 3 P.M.
SHANGHAI	KAIKONG	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 15th June, at 8 P.M.
SHANGHAI	CHINIA	Brit. str.	1 m.	F. Semblil	MELCHERS & Co.	On 1st June, at 4 P.M.
SHANGHAI	BORNEO	Brit. str.	—	J. C. Richards	NIPPON YUSEN KAISHA	On 3rd June.
SHANGHAI	MOYOBI MARU	Jap. str.	—	Rose Core	JARDINE, MATHESON & CO., LD.	On 31st inst., at Noon.
SHANGHAI	OSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & CO., LD.	On 15th June, at Noon.
SHANGHAI	KITANG	Brit. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	THIDODAS	Dut. str.	—	...	...	...

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE &amp; TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	W. Shotton	On 3rd June.
OCHANA	4,657	F. W. Davis	On 21st July.
KUMERIC	6,232	J. Mathes	On 29th July.
ATYERIC	4,363	J. Boyd	On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
 GENERAL AGENTS.

Hongkong, 21st May, 1909.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	{ About Saturday, 29th May.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEIBILL	{ Beginning of June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	{ Wed. day, 2nd June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ REGENT LUITFOLD" Capt. H. KIRCHNER	{ About Thursday, 3rd June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	{ Friday, 18th June, at 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
 MELCHERS & Co.,  
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 27th May, 1909.

## CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong: "EMPRESS OF JAPAN" SAT., 12th June. "EMPRESS OF CHINA" SAT., 3rd July. "MONTAGLE" WED., 14th July. "EMPRESS OF INDIA" SAT., 24th July. "EMPRESS OF JAPAN" SAT., 14th Aug.

From Quebec: "ALLAN LINER" FRIDAY, 9th July. "EMPRESS OF IRELAND" FRI., 30th July. "ALLAN LINER" FRIDAY, 20th Aug. "EMPRESS OF BRITAIN" FRI., 10th Sept.

"Empress" Steamships leave HONGKONG at 5 P.M. "Montagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATKA "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers ... 243 " 1st Class Railway ... 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

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## MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelin	On 7th June, P.M.
MARSEILLES, via PORTS	"POLYNESIE" Capt. Broo	On 8th June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHC" Capt. Gannet	On 21st June, P.M.
MARSEILLES, via PORTS	"SYDNEY" Capt. Rebutat	On 22nd June, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,  
 Hongkong, 24th May, 1909. Queen's Building.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING—ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"OCEANA."

Captain T. H. Hild, R.M.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 29th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "VICTORIA," 6,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON via USUAL PORTS	OCEANA	On 29th May, Noon. See Special of Call.
LONDON and ANTWERP	SOMALI	About 2nd June. Freight and Passage.
ANG, COLOMBO, PORT SAID and MARSEILLES	Capt. R. A. Peters	
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA	Capt. C. D. Goldsmith, R.N.R.	About 4th June. Freight and Passage.
SHANGHAI	DEVANHA	About 10th June. Freight and Passage.
	Capt. W. Hayward, R.N.R.	

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 28th May, 1909.

# CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 30th May, 11 light
MANILA	"KAIPO"	On 1st June 5 p.m.
CEBU and ILOILO	"CHIHI"	On 1st June 4 p.m.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 1st May, 4 p.m.
SHANGHAI	"CHINHUA"	On 3rd June, 4 p.m.
SHANGHAI	"LINAN"	On 6th June, 11 light
SHANGHAI	"YINGCHOW"	On 10th June, 4 p.m.
MANILA	"TEAN"	On 15th June, 3 p.m.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FAIRER, cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 28th May, 1909.

AGENTS.

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# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SINGAPORE & SOERABAYA	"ONSANG"	Monday, 31st May, Noon.
SHANGHAI	"CHOISANG"	Tuesday, 1st June, Noon.
TIENTSIN via TINGTAU & CHEFOO	"CHEONGSHING"	Tuesday, 1st June, Noon.
MANILA	"YUENSANG"	Friday, 4th June, 4 p.m.
KOBE	"HINSANG"	Friday, 4th June, 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Monday, 7th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd.,

Hongkong, 28th May, 1909.

GENERAL MANAGERS.

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# DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY & FOCHOW.	FRIDAY, 28th May, at 1 p.m.
"HAIMUN"	SWATOW	SUNDAY, 30th May, at 10 a.m.
"HAICHING"	SWATOW, AMOY & FOCHOW.	TUESDAY, 1st June, at 1 p.m.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK &amp; Co.,

Hongkong, 27th May, 1909.

GENERAL MANAGERS.

10

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSAI via SWATOW, & AMOY	"DAIJIN MARU"	SUNDAY, 30th May, at 10 a.m.
* SHANGHAI via SWATOW, AMOY & FOCHOW	"CHOSHUN MARU"	TUESDAY, 1st June, at 10 a.m.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch,

Office, Second Floor, No. 1, Queen's Buildings,

Hongkong, 28th May, 1909.

T. ARIMA, Manager.

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# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG.	"CANTON"	About 8th June.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.

For Further Particulars apply to

MELCHERS &amp; CO.,

Hongkong, 24th May, 1909.

AGENTS.

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# NIPPON YUSEN KAISHA.

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.

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# NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO and PORT SAID.	"WAKASA MARU"	6500	WED'DAY, 9th June, at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.	"SADJO MARU"	6503	WED'DAY, 23rd June, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	"TOSA MARU"	6000	TUESDAY, 8th June, at 4 p.m.
KOBE and YOKOHAMA.	"SHINANO MARU"	6590	TUESDAY, 22nd June, at 4 p.m.
BOMBAY via SINGAPORE and COLOMBO.	"NIKKO MARU"	6000	FRIDAY, 11th June, at Noon.
NAGAGAKI, MOJI, KOBE and YOKOHAMA.	"KUMANO MARU"	6000	FRIDAY, 9th July, at Noon.
SHANGHAI, MOJI and KOBE.	"KAWACHI MARU"	6500	SATURDAY, 29th May, at Daylight.
NAGAGAKI, MOJI and KOBE.	"MOYOI MARU"	4500	THURSDAY, 3rd June, at Noon.
SHANGHAI, MOJI and KOBE.	"MISHIMA MARU"	9000	FRIDAY, 4th June, at Noon.
NAGAGAKI, MOJI and KOBE.	"COLOMBO MARU"	5000	THURSDAY, 3rd June, at Noon.
YOKOHAMA.	"KUMANO MARU"	6000	WED'DAY, 9th June, at Noon.

\* Omitting Shanghai.

† Fitted with New System of Wireless Telegraphy.

‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For Further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO,

Hongkong, 28th May, 1909.

MANAGER.

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# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUDI	2540	R. W. Almond	Manila	On 29th May, Noon.
ZAPIRO	2540	R. Rodger	Manila	On 5th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES &amp; Co.,

Hongkong, 20th May, 1909.

GENERAL MANAGERS.

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# HAMBURG-AMERIKA LINIE

## HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW-YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marasilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR BREMEN, HAMBURG & ROTTERDAM:
S.S. ISTRIA ... 29th May	S.S. SUEVIA ... 11th June
S.S. BRASILLA ... 9th June	FOR HAVRE & HAMBURG:
S.S. SEGOVIA ... 22nd June	S.S. SENEGAMBIA ... 17th June
S.S. C. FERD. LAEISZ ... 26th June	FOR MARSEILLES, BREMEN & HAMBURG:
S.S. SLAVONIA ... 10th July	S.S. SCANDIA ... 1st July
S.S. ANDALUSIA ... 18th July	FOR ANTWERP, ROTTERDAM & HAMBURG:
	S.S. SILVIA ... 2nd July
	S.S. SITHONIA ... 8th July
	S.S. ISTRIA ... 10th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 28th May, 1909.

Hongkong Office.

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# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of June	JAVA	First half of June
TJILATJAP	JAVA	First half of June	SHANGHAI	First half of June
TJILIWONG	JAVA	First half of June	JAPAN	First half of June
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Second half of June	JAPAN	Second half of June
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

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# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

STEAMER	TONS	SAIL
S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, at Noon.
S.S. MANSU MARU	5000 "	July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOTO KISEN KAISHA, Yokohama.

Hongkong, 5th May, 1909.

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# SOUTH MANCHURIA RAILWAY CO.



SHORTEST AND QUICKEST ROUTE BETWEEN

THE FAR EAST AND EUROPE, VIA DAIREN.

## SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (2377 tons each) as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen	Saturday	Monday or Tuesday	
Leave—Dairen	Monday	Tuesday	Friday
Arrive—Mukden	11 a.m.		
Leave—Mukden	8.50 p.m.		
Arrive—Changchun	9.15 p.m.		
Leave—Changchun	5 a.m.	Monday	Wednesday
Arrive—Harbin (Russian Train)	6.55 a.m.		Saturday
Leave—Harbin	5 p.m.		

Connecting at Harbin with

State Express for Moscow.

Wagon-Lite from Moscow.

State Express for St. Petersburg.

SOUTH-BOUND.

Connecting at Harbin with

State Express from St. Petersburg.

Express from Moscow.

Wagon-Lite to Moscow.

State Express for St. Petersburg.

Leave—Harbin (Russian Train)

Arrive—Changchun

Leave—Mukden

Arrive—Dairen

Leave—Dairen (Steamer)

Arrive—Shanghai

\* Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are

obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thomson, Cook &amp; Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Ad. "YAMATO")

At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Ad. "MANTSU". Codes: A.B.C., 5th Ed., A.I. and Lieber's. (137-722)

# THOS. COOK & SON,

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS,

BANKERS, &amp;c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VUEX ROAD, HONGKONG.

Japan Office:—

14, WATER STREET, YOKOHAMA.

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# CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF

"ABSORBING INTEREST,"

By CHAS. J. MALCOMBE

(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Volume Land," etc.)

THE VOLUME which consists of 461

Pages, and includes a Sketch-Plan of

historical interest showing the disposition of

the Forces at the battle of Kwellin, is dedicated to

Sir ROBERT HART, G.C.M.G. and Dr. A. BERNIE.

Its description of Chinese Social Customs and

Superstitions, combined with the insight it

gives into political conditions in China make it

"CHILDREN OF FAR CATHAY" an excellent

volume for presentation to friends



## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Monday, the 31st instant, being Public Holiday, the Post Office will be open for one hour only i.e. from 8 till 9 a.m.  
There will be no delivery and a collection of letters as on Sundays.  
The Money Order Office will be entirely closed.

The Public are informed that mail to CHINA via SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

Approximate times of closing mails at Shanghai via Delay and Siberia.

3rd June ... at 8.00 a.m.

The Mongol's, with the American mail is due to arrive here on Wednesday, the 2nd June.

TO	FROM	DATE
Timor, Port Darwin, Thursday Is., Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle	Aldersham	Friday, 28th, 11.00 A.M.
Swatow and Bangkok	Haidis	Friday, 28th, 11.00 A.M.
Swatow, Amoy and Foochow	Haidis	Friday, 28th, 11.15 P.M.
Macao	Ogachi	Friday, 28th, 4.00 P.M.
Singapore	Kawachi Maru	Friday, 28th, 5.00 P.M.
Kobe and Yokohama	Cardiganshire	Friday, 28th, 5.00 P.M.
Shanghai and Yokohama	Ogachi	Saturday, 29th, 9.00 A.M.
Singapore and Sourabaya	Ogachi	Saturday, 29th, 9.00 A.M.
Manila	Bubi	Saturday, 29th, 10.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Aratton Apea	Saturday, 29th, 10.00 A.M.
EUROPE, S. Ind. via Tutuila		Saturday, 29th, 10.00 A.M.
(Late Letters 11.00 to Noon Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
(The Parcel mail will be closed to-day, at 5 p.m.)		
Macao	Sui Tai	Saturday, 29th, 1.15 P.M.
Singapore	Loyal	Saturday, 29th, 4.00 P.M.
Durban	Helipolis	Saturday, 29th, 5.00 P.M.
SHANGHAI	Anhui	Saturday, 29th, 6.00 P.M.
SIBERIAN MAIL TO EUROPE		
Swatow, Amoy and Pansai	Haidis	Sunday, 30th, 9.00 A.M.
Tientsin and Chongchun	Daijin	Sunday, 30th, 9.00 A.M.
Shanghai	Choyang	Monday, 31st, 9.00 A.M.

Moji, Kobe, Yokohama, Honolulu, Manila, Valparaiso, Salina Cruz, Calco, Iquique, Tientsin, Chefoo and Pusan	Hongkong Maru	Tuesday, 1st, 11.00 A.M.
Swatow, Amoy and Foochow	Chongshing	Tuesday, 1st, 11.00 A.M.
Manila	Haidis	Tuesday, 1st, 11.00 A.M.
Wahaiwai, Chefoo and Tientsin	K. Yang	Tuesday, 1st, 3.00 P.M.
Cebu and Manila	Haidis	Tuesday, 1st, 3.00 P.M.
Singapore, Penang, and Colombo	Kitano Maru	Tuesday, 1st, 5.00 P.M.

## THE WHISKY OF THE NEW WORLD

## "CANADIAN CLUB" WHISKY.

H. RUTTONJEE &amp; SON.

WINE AND SPIRIT MERCHANTS.

TO-MORROW.  
Ordinary Annual General Meeting, Peak Tramways Co., Ltd. 11.30 a.m.  
Twenty-Fourth Annual Ordinary General Meeting, A. S. Watson & Co., Ltd. noon.  
Sale, Household Furniture, Eyrle, No. 13, The Peak, Messrs. Hughes & Hough, 2.30 p.m.

## COMMERCIAL

## EXCHANGE CLOSING QUOTATIONS

May 27th	May 27th
ON LONDON— Telegraphic Transfer ..... 1/9 Bank Bills, on demand ..... 1/9 Bank Bills, at 30 days' sight ..... 1/9 Bank Bills, at 4 months' sight ..... 1/9 Credits, at 4 months' sight ..... 1/9 Documentary Bills 4 months' sight ..... 1/9	ON LONDON— Telegraphic Transfer ..... 1/9 Bank Bills, on demand ..... 1/9 Bank Bills, at 30 days' sight ..... 1/9 Bank Bills, at 4 months' sight ..... 1/9 Credits, at 4 months' sight ..... 1/9 Documentary Bills 4 months' sight ..... 1/9
ON PARIS— Bank Bills, on demand ..... 225 Credits, at 4 months' sight ..... 227	ON PARIS— Bank Bills, on demand ..... 225 Credits, at 4 months' sight ..... 227
ON REMBANT— On demand ..... 181	ON REMBANT— On demand ..... 181
ON NEW YORK— Bank Bills, on demand ..... 45 Credits, at 60 days' sight ..... 44	ON NEW YORK— Bank Bills, on demand ..... 45 Credits, at 60 days' sight ..... 44
ON BOMBAY— Telegraphic Transfer ..... 135 Bank, on demand ..... 135	ON BOMBAY— Telegraphic Transfer ..... 135 Bank, on demand ..... 135
ON CALCUTTA— Telegraphic Transfer ..... 135 Bank, on demand ..... 135	ON CALCUTTA— Telegraphic Transfer ..... 135 Bank, on demand ..... 135
ON SHANGHAI— Bank, at sight ..... 74 Private, 30 days' sight ..... 75 Private, 60 days' sight ..... 76	ON SHANGHAI— Bank, at sight ..... 74 Private, 30 days' sight ..... 75 Private, 60 days' sight ..... 76
ON SINGAPORE— On demand ..... 86 On demand ..... 87	ON SINGAPORE— On demand ..... 86 On demand ..... 87
ON BATAVIA— On demand ..... 106	ON BATAVIA— On demand ..... 106
ON HATYONG— On demand ..... 93	ON HATYONG— On demand ..... 93
ON SAIGON— On demand ..... 93	ON SAIGON— On demand ..... 93
ON BANGKOK— On demand ..... 84	ON BANGKOK— On demand ..... 84
SOVEREIGNS, Bank's Buying Rate ..... \$1.15	SOVEREIGNS, Bank's Buying Rate ..... \$1.15
GOLD LEAF, 100 fine, per tola ..... \$58.20	GOLD LEAF, 100 fine, per tola ..... \$58.20
BAR SILVER, per oz. .... 24	BAR SILVER, per oz. .... 24

## OPIUM

May 27th	May 27th
Malwa New ..... \$1.10/1.150 per picul	Malwa New ..... \$1.10/1.150 per picul
Malwa Old ..... \$1.10/1.200	Malwa Old ..... \$1.10/1.200
Malwa Older ..... \$1.20/1.250	Malwa Older ..... \$1.20/1.250
Malwa V. Old ..... \$1.20/1.280	Malwa V. Old ..... \$1.20/1.280
Persian fine quality ..... \$1.02/1.050	Persian fine quality ..... \$1.02/1.050
Persian extra fine ..... \$85/900	Persian extra fine ..... \$85/900
Patna New ..... \$1.05 per chest	Patna New ..... \$1.05 per chest
Patna Old ..... \$1.05	Patna Old ..... \$1.05
Benares New ..... \$1.05	Benares New ..... \$1.05
Benares Old ..... \$1.05	Benares Old ..... \$1.05

## VESSELS EXPECTED.

THE INDIAN MAIL.  
The Anear str. Catherine Apea from Calcutta left Singapore on the 23rd inst. afternoon, and may be expected here to-morrow.  
The Indo-China str. Fookang left Calcutta for this port via the Straits on 19th inst., and may be expected here on or about the 4th prox.  
The Indo-China str. Kamsang left Calcutta for this port via the Straits on 24th inst., and may be expected here on or about the 9th prox.

THE AUSTRALIAN MAIL.  
The I.G.M. str. Prinz Waldemar left Manila on Wednesday, the 26th inst. at 2 p.m., and may be expected here to-morrow.

THE GERMAN MAIL.  
The I.G.M. str. Prinz Regent Luipold carrying the German Mails with dates from Berlin of the 5th inst., left Colombo on Sunday the 23rd inst. a.m., and may be expected here on or about Thursday the 3rd prox.

THE CANADIAN MAIL.  
The C.P.R. str. Empress of Japan arrived Yokohama at 10 a.m. on the 27th inst., and left again at 4 p.m. same day for Kobe where she is due to arrive at 4 p.m. on the 28th inst.

THE H.A. LINE str. Irtis left Singapore on the 22nd inst. p.m., and may be expected here to-day.  
The C.N. Co.'s str. Kaifong left Hoilo on the 24th inst., and is due here to-day.

The E. & A. str. Empire from Sydney &c. left Port Darwin on the 22nd inst., for Timor, Manila and this port.

The Bank Line str. Gymeric left Seattle on the 15th inst. for Hongkong via Japan and Manila.

The N.Y.K. str. Colombo Maru (Bombay Line) left Singapore on the 26th inst., and is expected here on the 1st prox.

The J.C. J. Line str. Tylid left Macassar for this port on the 25th inst. p.m., and may be expected here on or about the 2nd prox. p.m.

The C.N. Co.'s str. Changsha left Sydney on the 17th inst., and is due here on the 11th prox.

MESSRS. LALCONER & CO.'S REGISTER.

May 27th.

Barometer 9 A.M. 29.95 Therm. (Wet bulb) 9 A.M. 71

Barometer 1 P.M. 29.91 Therm. (Wet bulb) 1 P.M. 70

Barometer 4 P.M. 29.88 Therm. (Wet bulb) 4 P.M. 70

Thermom. 9 A.M. 74 Therm. Maximum 76

Thermom. 1 P.M. 72 Therm. Minimum 67

Thermom. 4 P.M. 70 Therm. Minimum 67

# THE MOST CELEBRATED CIGARETTES IN THE WORLD

## "THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT VIRGINIA TOBACCO & PACKED IN AIR-TIGHT TINS OF 50.

ASK FOR MAGNUMS (HAND MADE)

75 CENTS PER TIN OF 50.

SOLD EVERYWHERE.

W. D. & H. O. WILLS

BRISTOL & LONDON.

## SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 27TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
BANKS.— Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$775, sal. & h.
National Bank of China, Limited	99,925	\$7	26	\$51, buyers
Bank of Communications, Limited	8,604	12/6	12/6	\$103, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$13, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$63, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$94, sal. & buy.
COTTON MILLS.— Ewe Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 122.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 10	Tls. 10	\$82
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 89.
Loan-King-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 109.
Boy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 400.
Dairy Farm Company, Limited	40,000	\$74	\$6	\$163, sellers
DOCKS AND WHARVES.— Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$58, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$57, buyers
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$59, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 160.
Fenwick & Co., Limited	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$8.30, sales
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$183, buyers
Hongkong Hotel Company, Limited	12,000	\$25	all	\$71, (old)
Hongkong Ice Company, Limited	5,000	\$25	all	\$42, (new) sel.
Hongkong Tea Company, Limited	60,000	\$10	all	\$155, sellers
Hongkong Rubber Manufacturing Co., Limited	60,000	\$10	all	\$24.
INSURANCES.— Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$1974
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$110, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$854, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$345.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 104, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$845.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$225.
LANDS AND BUILDINGS.— Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$105, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$94, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$30.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.
West Point Building Co., Limited	12,500	\$50	\$50	\$50.
MINING.— Societe Francaise des Charbonnages du Tonkin	16,000	Pcs. 250	all	\$625, buyers
Road Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$94, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, buyers
Philippine Co., Limited	50,000	\$10	\$1	\$2, sellers
REFINERIES.— China Sugar Refining Co., Limited	20,000	\$100	all	\$145.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$16, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.— China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$36.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$14, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$25.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$60, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$26, buyers
South China Morning Post, Limited	10,000	\$10	\$5	\$35, buyers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$24, sellers
20,000	\$5	\$5	\$5	\$24, sellers
STORES AND DISPENSARIES.— Campbell, Moore & Co., Limited	1,200	\$10	all	\$12.
Wm. Powell, Limited	15,000	\$7	\$7	\$3, buyers
Watkins, Limited	10,000	\$10	\$10	\$34, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$9, sellers
Weissman, Limited	175	\$100	\$100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$13, buyers
Union Waterboat Co., Limited	100 fliers	\$10	\$10	\$230.
50,000	\$10	\$10	\$10	\$104, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VERNON & SMYTH, Share-Brokers.

## STEAMERS PASSED THE CANAL.

May 1st—Mendous, Kawachi Maru. 5th—Cyclops. 8th—Glenesk, Simla, Cathay. 12th—Bendley, Bedouin, Persia, P. R. Luipold. 15th—Norman Prince, Benavere, Tourane, Sanuki Maru. 17th—Delayed thro' Mutination Denonion Glenroy. 19th—Perseus, Kaituma. 22nd—Ernest Simons, Malta, Hyson, Mishima Maru, Pak Ling, Segovia. 26th—York, Benavere, Palma.

## ARRIVALS AT HOME.

May 25th—Albenga, Flintshire, Illyria, Danca, Sumatra.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 27th.

Barometer	Thermom.	Humidity	Wind Direction	Force	State
29.85	72	83	N	2	cl
29.85	76	83	E	1	0
29.85	78	83	ESE	1	0
29.85	78	83	ESE	1	0
29.85	78	83	ESE	1	0
29.85	78	83	ESE	1	0
29.85	78	83	ESE	1	0
29.85	78	83	ESE	1	0
29.85	78	83	ESE	1	0
29.85	78	83	ESE	1	0

Highest open air Temperature on 26th.....77

Lowest open air Temperature on 26th.....72

## SHIPPING IN PORT.

## STEAMERS.

ALDENHAM, British str., 3,808, St. J. George, 25th May—Kobe 21st May, General—Gibb, Livingston & Co.	ANHEUI, British str., 1,350, J. Meathrol, 26th May—Shanghai 23rd May, General—Butterfield & Swire.	ARRATTON, Apea, British str., 2,931, A. Stewart, 25th May—Singapore 19th May, General—David Sassoon & Co.	ASIA, British str., 5,432, H. Cantreger, 23rd May—San Francisco 24th April & Shanghai 20th May, Mails and General—P. M. S. S. Co.	BENMOHR, British str., 1,935, John Henderson, 26th May—London via Singapore 20th May, General—Gibb, Livingston & Co.	CANTON, British str., 1,173, A. R. Andersen, 25th May—Weihaiwei 19th May, General—Order.	CARDIGANSHIRE, British str., 2,689, W. O. Tyers, 24th May—London 8th April, General—Jardine, Matheson & Co.	CHENAY, British str., 1,047, Brown, 19th May—Shanghai 16th May, General—Butterfield & Swire.	CHONGSHING, British str., 1,265, V. McLiddell, 25th May—Chefoo 20th May, General—Jardine, Matheson & Co.	CHUNSIANG, British str., 1,418, W. E. Sawyer, 22nd May—Yuhai and Linkiang 18th May, General—Jardine, Matheson & Co.	CLARA JESSEN, German str., 1,103, J. Bondixen, 19th May—Yuhai 14th May, General—Jensen & Co.	DAIJIN MARU, Japanese str., 900, F. Kabumaki, 26th May—Swatow 25th May, General—Osaka Shosen Kaisha.	DERWENT, British str., 1,652, J. Jenkins, 19th May—Saigon 15th May, General—Chinese.	DEWAWONGSE, German str., 1,050, Fr. Behrvaldt, 24th May—Bangkok 16th via Swatow 23rd May, Rice—Butterfield & Swire.	EISENBERG, German str., 1,231, L. von Schimpff, 22nd May—Pelew Island 14th May—North German Lloyd.	GERMANIA, German str., 1,741, C. Jurgensen, 25th May—Chefoo 19th May, General—Jensen & Co.	GLENLOGAN, British str., 3,309, McGregor, 21st May—Fochow 19th May, General—McGregor, Bros. & Gow.	HAIYANG, British str., 1,362, Hodgins, 26th May—Swatow 25th May, General—Douglas, Lapraik & Co.	HALDIS, Norwegian str., 1,065, N. Solberg, 24th May—Swatow 23rd May, General—Order.	HALVARD, Norwegian str., 1,066, R. Bonneberg, 22nd May—Moji 16th May, Coal—Aagaard, Thorsen & Co.	HANTYANG, British str., 1,270, Trowbridge, 1st May—Wuhu 27th April, Rice & General—Butterfield & Swire.	HEIM, Norwegian str., 758, A. Eriksen, 13th May—Bangkok 5th May, Rice—Yuen Fat Hong.	HELIOPOLIS, British str., 2,976, J. W. Martin, 21st May—Chingwangtao 15th May—Gibb, Livingston & Co.	HOLSTEIN, German str., 1,103, P. Heng, 25th May—Hilo 20th May, Sugar—Jensen & Co.	HONGKONG MARU, Japanese str., 3,453, H. S. Smith, 19th May—Moji 14th May, Coal and General—Toyo Kisen Kaisha.	KALGAN, British str., 1,143, Lewis, 26th May—Chinkiang 21st May, Rice—Butterfield & Swire.	KEONG WAI, German str., 1,115, T. Kohler, 23rd May—Bangkok 16th May, Rice and wool—Butterfield & Swire.	KIUKIANG, British str., 1,122, Robertson, 21st May—Wuhu 16th May, Rice—Butterfield & Swire.	KOHSICHANG, German str., 1,292, Beselaky, 21st May—Bangkok 13th May, Rice—Butterfield & Swire.	LOOSK, German str., 1,020, P. Wittstock, 24th May—Bangkok 15th May, Rice—Butterfield & Swire.	LOYAL, German str., 1,237, Fr. Natina, 21st May—Sibudu (N. Borneo) 13th May, Coal—Gander, Wisler & Co.	LYSHOUT, German str., 1,255, J. Bohman, 16th May—Wuhu 11th May, Rice—Hamburg-Merika Linie.	MATHILDE, German str., 891, A. P. Uderup, 22nd May—Newchwang and Chefoo 17th May, General—Jensen & Co.	MERFOO, Chinese str., 1,339, J. McArthur, 24th May—Shanghai 21st May, General—C. M. S. N. Co.	MONTROSE, British str., 2,886, R. Glegg, 22nd May—Moji 16th May, Coal—Doddell & Co.	MOYORI MARU, Jap. str., 3,700, I. P. Richards, 27th April—Fombe and Singapore 20th April, General—Nippon Yusen Kaisha.	NIPPOON, Swedish str., 4,015, C. A. Paulsen, 18th May—Singapore 12th May, General—Melchers & Co.	NUMANTA, German str., 4,284, H. Feldmann, 25th May—Karatsu 20th May, Coal—Hamburg-America Linie.	OAMPA, British str., 5,809, W. Cope Lyett, 16th
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